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CBW
Coach and Bus Week
The PSV industry's news weekly Issue 303 15 January 1998

ANOTHER WILTS & DORSET BUY

Kingston Coaches set to join group

PSV SALES MERRY-GO-ROUND

Coach registrations down, buses up

PRIMA MOVER

Joint Volvo/Plaxton budget coach exclusive test

ALSO IN THIS ISSUE: All the PSV News 4-12 ■ Tour News 14&15 ■ Legal News 16&17 ■ Marksman 18 ■ Diary 20 ■ Letters 21 ■ Volvo B7R/Plaxton Prima Roadtest 22-25 ■ Deals & Dealers 26-27 ■ Back-up 28 ■ People 51

COACH AND BUS WEEK

COACH INDUSTRY AWARDS 1998

IN ASSOCIATION WITH
THE COACH TOURISM COUNCIL

Friday 23rd January 1998

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EDITORIAL

DETR must change direction

THERE MUST have been many in the industry left wondering why *CBW* allowed itself to throw caution to the wind and announce a possible U-turn by the Department of the Environment, Transport and the Regions (DETR).

This was in the run-up to Christmas (*CBW*, 18 December) when our sources said officials at the department would see sense over the vexed question of coach seatbelts and the MOT.

At the very least we were to expect delayed implementation, and much-reduced testing.

However, it is now looking like a bit of wishful thinking on our part. We may still end up with the MOT test next month, and a standard which will crucify the school-bus sector.

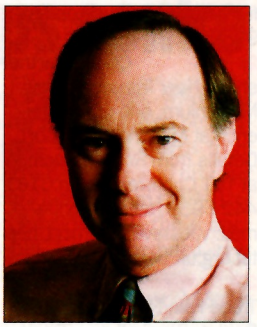
The second tranche of seatbelt legislation is scheduled to embrace all remaining coaches used on school transport from 10 February. From that date it is assumed that the proposed regulations designed to bring seatbelts within the scope of the annual test will come into effect.

Test station staff are already booked on special training courses to ensure they are equipped to handle this additional feature to the MOT checklist. They have no reason to expect a U-turn... neither have those who planned and authorised the training.

Yet the industry has serious misgivings about the proposals and these have been documented in the pages of this magazine over recent weeks.

If the regulations detailed in the DETR's consultation document go ahead without significant and important amendments there will be dramatic and unwarranted effects on coach operators. Why? Because - as *CBW* goes to press - there is a contradiction within the proposals which could result in some installations failing an MOT in spite of being tested to the European M3 standard. Yet conversely some other seatbelt fitments which do comply with the DETR's proposals may fail under an M3 test.

It is patently a stupid situation with less than four weeks to go before the deadline.



Perhaps the officials are looking for a way out of their dilemma. But, please, if they cannot bring themselves to abandon the proposals, they should not apologise if they are forced to make changes which they recognise as being necessary to improve the wording of the original document.

MIKE MORGAN, *Editor*

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events

23 January 1998: *CBW's* Coach Industry Awards, Metropole Hotel, NEC. ***CBW's* Coach Industry Awards, Metropole Hotel, NEC. Details from Kate Dalton, Evention, 5 Fenlake Business Park, Fengate, Peterborough PE1 5QB, tel 01733 244488, fax 01733 244472**

27 January: Omnibus Society Meeting. London Transport HQ, 55 Broadway, London SW1, 1845 hrs. Details from Barry Le Jeune on 0171 918 3295

5 February: CPT Annual Dinner, Grosvenor House, London W1. Details on 0171 240 3131

12 February: Buses Worldwide meeting, Fred Tallant Hall, 153 Drummond Street, London NW1, 1900hrs. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants GU13 9HE

11-13 February: third UITP conference on automatic fare collection, Bologna, Italy. Contact UITP, 00 32 2673 6100, fax 00 32 2660 1072, e-mail events@uitp.com

17-19 February. Integrated Communications 98, the ISDN and ATM Exhibition, Olympia 2, level 2, London. Details from Martin Scott on 01895 454438, fax 01895 454588

17-19 February: Smartcard 98, Olympia 2, London. Details from Debby Cummins, on 01895 454534, fax 01895 454588

24 February: Omnibus Society Meeting. London Transport HQ, 55 Broadway, London SW1, 1845 hrs. Details from Barry Le Jeune on 0171 918 3295

24 February: Quality Partnerships, New Transport, New Millennium, one-day conference at Manchester Airport. Details from Roy G Chapman at TDT Conferences on 0161 442 5953 (tel and fax), e-mail: val.stevens @mcr1.poptel.org.uk

25-26 March: British Travel Trade Fair, National Exhibition Centre, Birmingham. Registration hotline, tel 01926 435843, fax 01926 451963

25-26 March: CPT Scotland 1998 Scottish Annual Conference, Gleneagles Hotel, Perthshire. Theme is 'Management for Change'. Details from hon sec Peter J Thompson on 0141 639 4984, fax 0141 616 0866

CPT leaflet for entrants

STARTER packs for newcomers to the industry will now contain a Confederation of Passenger Transport membership leaflet.

The standard Traffic Area Office welcome to the industry has traditionally included operational information and details of such necessities as maintenance schedules.

"It is in the interest of road safety for new operators to be encouraged to join a trade association whose objectives are linked to road safety," a senior official said.

New haulage operators will receive details of the Road Haulage Association.

Commissioner takes no action

Porn man is

By Michael Jewell

THERE was no way that Steven Ryder, a former director of Red Arrow Express Ltd, who had been convicted of importing obscene material, would ever be acceptable as an operator or transport manager in the passenger transport industry.

This was said by West Midland traffic commissioner John Mervyn Pugh when he decided to take no action against the company, of 89 Rabone Lane, Smethwick, Warley, West Midlands, after being told that Mr Ryder had disposed of his interests in the Red Arrow.

The commissioner had earlier adjourned consideration of what action to take against the company to enable it to produce evidence that Mr Ryder had, in fact, disposed of his interests in the company (*Coach and Bus Week*, 18 December).

Mr Ryder, who had been convicted of offences of importing indecent videos and magazines and keeping indecent photographs of children, had resigned as a director.

Documentary evidence was produced to show that Mr Ryder had transferred his shareholding to another director, Ronald Rudd, who was paying him the full value of his interest in the business.

Expressing regret that the legislation did not enable him to ban Mr Ryder from holding an O-licence, Mr Pugh said anyone involved in importing indecent videos

New Merc UK division

MERCEDES-BENZ has formed a new coach and bus division in the UK as it takes the first steps towards unification with Setra under the EvoBus banner.

The new division is headed up by Hans Smits, who moves to Milton Keynes from EvoBus headquarters in Mannheim, Germany, where he was senior export sales manager.

Ian Soden remains as bus sales manager but Liam Ilbury has moved from fleet sales manager of special products, including bus, to fleet sales manager trucks - his replacement is yet to be appointed.

The new operation is expected to join with Lincoln-based Setra within 12 to 18 months.

Although the combined business will not be based in Milton Keynes, a new location in the Midlands is expected to be favourite.

Depot being closed

FIRSTGROUP subsidiary Greater Manchester is to close its Atherton depot, affecting 245 staff.

The company expects all of the 170 drivers to transfer to other depots, including a newly-developed site in Wigan. Many of the remaining 75 engineering and administrative staff are to be offered other posts, but FirstGroup is not ruling out voluntary redundancies.

The site is the last of the old Lancashire United Transport depots, at which trams were based.

Trades unions were last week predicting job losses and had set meetings to discuss the issue but md Dr Mike Mitchell said services would be maintained and that building a new Wigan depot demonstrated commitment to staff and customers.

All-Caetano touring fleet is updated every year at Whytes, which is now being run by the family

Operator retiring after 30 years at the helm

BILL WHYTE is retiring after 30 years at the helm of the Newmachar-based company he founded with his wife Nora.

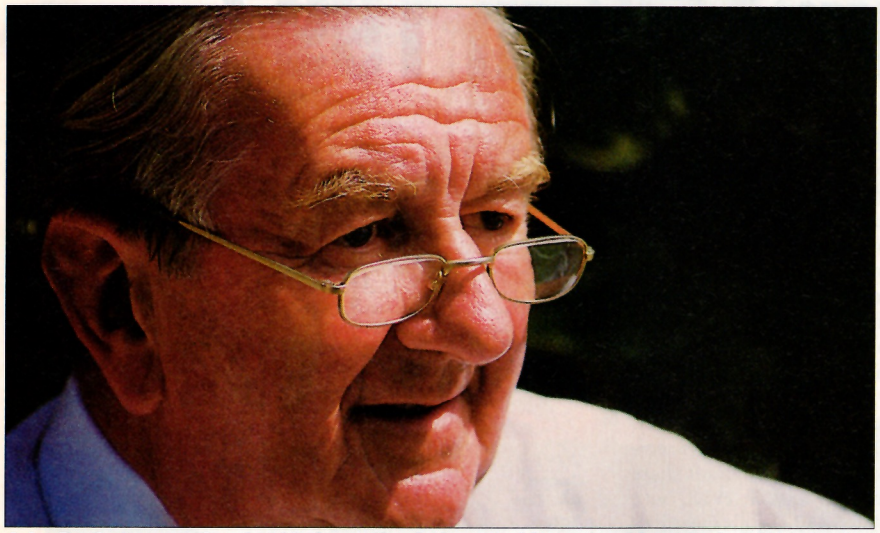
Mr Whyte started with one Bedford 12-seater minibus which he bought for £45 in May 1967 when he was running taxis and a driving school. This contrasts with the current 20-vehicle business which has 13 tour coaches - all Caetano-bodied - and has upgraded with four new vehicles each year for the last three years. The oldest full-size coach is now M-reg.

Earlier this week Mr Whyte, 65, visited Caetano's Heather-based dealership and was greeted with a special presentation by the Caetano staff, marking his retirement.

The business is now run by Mr Whyte's son, Billy, daughter, Linda, and son-in-law, Ian Urquhart.

against company but says at inquiry...

'not fit to be an op'



John Pugh: 'anyone involved in importing indecent videos should not be in PSV industry'

and magazines and keeping indecent photographs of children should not be in the psv industry.

As he had not revoked the company's licence he had no power to ban Mr Ryder as disqualification had to follow revocation.

Consultation on Act

THE Disability Discrimination Act's coach and bus provision is now at the consultative stage, with proposals for new regulations to be distributed to all O-licence holders within the next three weeks. Announcing the decision to press ahead, transport minister Glenda Jackson said regulations to make new service buses accessible would be implemented quickly but that regulations for minibuses and coaches were a different case.

"In these cases, viable access solutions are not yet available and we are seeking views on a reasonable time frame for implementation of the regulations," said Ms Jackson. Responses to the consultation document are required by 17 April, with a second draft for further consultation coming later this year.

Stagecoach buy Rhondda

RHONDDA Buses has been bought by Stagecoach West, ending the anomaly of a company part owned by rivals Stagecoach, FirstGroup and Arriva. The controlling interest of 58% was in the hands of Julian Peddle, but all three major operators had a minority stake. Now, the ownership has been brought under one roof. "It was offered for sale to us," said a spokesman. "The deal includes all assets and property."

Rhondda Buses runs around 95 vehicles from three depots in Rhondda, Caerphilly and the Rhymney Valley. The spokesman said it was too early to say which direction Rhondda Buses would take in Stagecoach's hands: "But it's a tidy company," he told *CBW*.

■ In November, two former directors of Rhondda Buses were jailed after admitting a payrolling fraud.

Arriva buys first share of Dutch bus group

AS FORECAST in *CBW*, Arriva has bought its first share of a Dutch bus group (*CBW*, 1 January).

The group has acquired 75% of the issued share capital of Vancom Nederland BV, the largest privately-owned public transport operator in The Netherlands.

The vendors, which include ATC Vancom, the biggest private transport operator in the USA, retain 25%.

Vancom operates over 100 buses in Maastricht, Groningen and Flevoland. It was founded in 1994 and won the first competitive tender in the Netherlands - a country which plans an open market regime by the year 2000. Last year it had a turnover in excess of £15.5 million, providing a profit before tax of £1.8 million.

The Arriva brand has been applied with immediate effect.

Groningen's ex-municipal in Arriva's deal for Vancom

Cycle lobby victory

CYCLE campaigners in Scotland have achieved a victory in their bid to put bikes on buses.

The Scottish Office says Scottish Cycle Challenge funds will go towards installing luggage locker space for bicycles on some Stagecoach Bluebird's express coaches, and exploring ways of adding external bicycle racks to service buses. The scheme is backed by Transport Management Solutions (TMS) in partnership with Stagecoach and local authorities.

Superstores axe subsidies to out-of-town shops centre

MARKS & SPENCER and Asda have joined forces to cut off all bus services to an out-of-town shopping centre near Leeds, in direct contrast to other supportive services elsewhere, particularly in Sheffield where a new M&S initiative offers bus fare refunds.

The cuts to two supported services operated by FirstBus subsidiaries Leeds City Link and Bradford Traveller came "out of the blue" and required surrender of O-licences within the 42-day period.

Two free buses also operated for Asda by Independent Coachways since the Pudsey Owlcotes Centre opened in 1990 were also cut from the end of last month. Company manager Barry Rennison said he had been given notice on 23 December and had to lay off two drivers, one of whom had been with the company for over 20 years and had built up the route from scratch.

Independent's Asda route cut with week's notice

Both stores claim subsidies totalling £60,000 were not bringing in sufficient passengers. Asda says its £25,000 was bringing in around 250 passengers per week. M&S, which paid for the 714 route and an extension of the 44 route, said passengers averaged out at less than four per trip.

Mr Rennison disputed the figures and said loadings were around the 500 mark for inward passengers with at least £0.5 million being spent by the shoppers, who now have no alternative bus services. Richard Harris from Leeds City Link said his offer to continue to run the 44 free of subsidy until the service could be rescheduled was also turned down.

In direct contrast, M&S is circulating all its account and chargecard holders with details of public transport services to its stores at Sheffield and Meadowhall. It is offering a bus fare refund to anyone spending over £10 in its stores. The company also offers support in other areas such as Leicester's Fosse Park Centre .

in brief

FIFE COUNCIL is to develop new procedures to deal with unruly children on school buses. At a meeting involving school rectors and major operators, Rennies, Fife Scottish and Moffat & Williamson, Councillor Helen Eadie said the right of a child to travel to school by bus would be withdrawn if bad behaviour was persistent, and the council is to review its guidelines in response to operator complaints.

A MAJOR shopping development in Southampton and the council's status as a unitary authority has prompted a study by consultancy and transport planning company MVA. The study will explore public transport options for the medium and long term, so that the West Quay development can move further from car dependency.

WILTSHIRE company Fosseway has been called to public inquiry on 23 January. The Chippenham-based operator, run by John Pickford, has a number of schools contracts and has run Malmesbury's Christmas town bus shuttle. Already, the county council has withdrawn one of its contracts following an incident in which a vehicle lost two wheels.

VALLEYS operator Jones Motors is refusing to pay the council for bus priority transponders because it says those it has on Pontypridd vehicles do not work. Part of the SCOOT system which cost over £100,000, the electronic 'keys' change traffic lights, but congestion is so bad along the town centre roads that buses are queueing before they are close enough to activate the system. A similar system in Caerphilly has worked well, agreed Jones Motors.

A CROSS SECTION of all strands of public transport planning is represented at this year's Nottingham Transport Conference - The Transport Jigsaw. The 26 and 27 March event at University of Nottingham tackles issues as diverse as information technology and telecommunications, with speakers to include TWM's chief executive, David Leeder. Details on 01223 881622.

TRAVEL DUNDEE bus driver Eric Stewart has been ordered to pay £5,000 compensation by the local sheriff court after being found guilty of assaulting an elderly man. Mr Stewart now faces an internal disciplinary hearing at Travel Dundee.

Complete picture shows overall 6.5% improvement but...

Coach sales down 11%, buses up 15% in 1997

By Mark Williams

WITH December's registrations added, the complete picture for 1997 shows an overall 6.5% improvement in coach and bus sales on 1996. But the growth has been in new bus sales, with coach registrations down by more than 11% to 1,109. Bus sales, on the other hand, have soared by more than 15%, 2,786 vehicles reaching the road.

Inevitably, there have been winners and losers in manufacturing. Though Volvo's market share of PSV sales has dropped only a fraction of a percentage point, its B10M coach chassis shows signs of losing some of its lead. Though still the dominant chassis, commanding 46.3% of all coach sales, it has lost out to other manufacturers, including Dennis.

Volvo has mitigated its coach sales performance with improved bus chassis sales. But here, too, Dennis' chassis are in the ascendancy, maintaining their market-leading status by a narrow margin. Of the other major manufacturers, only DAF has shown improved bus chassis sales, thanks in part to Arriva's buying policy for its subsidiaries and hire fleet.

In coach sales, Dennis hasn't had it all its own way. DAF, Iveco and Bova enjoyed a bigger market share in 1997 and, in 1998, both Volvo and Dennis face challenges from Mercedes-Benz and MAN, pushing for sales of their coach and bus products. The delivery of the 100 M-B 0405N buses for TWM alone will, on the strength of this year's figures, put DAF further down the table and challenge Scania's bus chassis sales.

Next week - Room for improvement? Manufacturers review 1997, and look forward to the rest of 1998.

Coach and Bus Registrations

	December		Year to Date			
	1997	1996	1997	%	1996	%
Volvo	103	97	1643	42.2	1555	42.5
Dennis	81	82	1367	35.1	1163	31.8
Scania	15	1	231	5.9	272	7.4
Optare	15	15	230	5.9	250	6.8
DAF Bus	26	0	156	4.0	127	3.5
Bova	1	1	52	1.3	42	1.1
Iveco Bus	0	0	28	0.7	24	0.7
Others	4	19	188	4.8	223	6.1
Total	245	214	3895	100.0	3656	100.0
Coach						
Volvo	10	13	513	46.3	668	53.7
Dennis	2	3	199	17.9	180	14.5
DAF Bus	0	0	96	8.7	86	6.9
Scania	3	5	90	8.1	114	9.2
Bova	1	1	52	4.7	42	3.4
Iveco Bus	0	0	28	2.5	24	1.9
Others	3	0	131	11.8	130	10.5
Totals	19	22	1109	100.0	1244	100.0
Bus						
Dennis	79	79	1168	41.9	983	40.8
Volvo	93	84	1130	40.6	887	36.8
Optare	15	15	230	8.3	250	10.4
Scania	12	14	141	5.1	158	6.6
DAF Bus	26	0	60	2.2	41	1.7
Others	1	0	57	2.0	93	3.9
Totals	226	192	2786	100.0	2412	100.0

The above table details all vehicles on designated PSV underframes registered last month in Great Britain, Northern Ireland, the Isle of Man and Channel Islands.
Source SMMT

Minibus sales slump 25% but midis up

PSV MINIBUS SALES slumped by 25% during 1997 as the market swung in favour of the larger midibus sector which recorded a 28% increase.

The main supplier in the minibus league, Mercedes-Benz, recorded 1,267 new registrations in the year-to-date table. This compares with 1,493 in 1996 when large orders for pre-Euro 2 709Ds boosted the figures.

Throughout 1997 sales of the German-based manufacturer's products switched rapidly in favour of its new Vario range with the 0810D bus chassis/cowl proving the most popular.

However, redesignation as 0814D is recognised in the table as total Vario registrations hit 542 in its first year.

Meanwhile, the popular Sprinter increased its market penetration as PSV conversions leapt from 164 to 333.

Vario formed the backbone of M-B's midi attack

Iveco shared the decline in the overall market as total registrations of its PSV range fell from 523 to 428 - though 49.10 sales beat the trend with a 25% increase to 144. In the light-coach sector Toyota sold 57 Optimos compared with 49 the previous year, the largest proportion of its 1997 total being the new Optimo IV model but seven Optimo IIIs were carried into 1997 during the run-out of the older model.

A full analysis of the mini and midi markets will be published in CBW's Minibus supplement which will be distributed with CBW on 12 February.

Mini/midi Registrations 1997

	'97	'96
MINIBUSES		
IVECO FORD		
49.10	108	144
59.12	80	180
A49.10	109	103
Van Conversions		
	95	132
Total Iveco	428	523
MERCEDES-BENZ		
Sprinter Conversions		
	333	164
609D	0	71
611D	9	0
709D	17	672
711D	72	92
811D	41	80
814D	14	80
T2 Conversions	228	283
Vario 612D	61	0
Vario 810D	310	0
Vario 814D	120	0
Vario Conversions	51	0
Total Merc-Benz	1267	1493
TOYOTA	57	49

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It's the last week to book your table at the Stakis Metropole for the...

...Coach industry's event of the year

By Mark Williams

IF YOU haven't booked your place at the coach industry's event of the year, you could miss out on one of the social highlights of 1998.

The few remaining tables at the *Coach Industry Awards*, on Friday, 23 January are filling fast, and this week is your last chance to enjoy an evening which celebrates the very best of British coach operation.

Staged this year at the plush Stakis Metropole at the NEC, Birmingham, a gala dinner and cabaret form the backdrop for the plethora of presentations to the great and the good. With 25 awards to be handed over, we've split the main event with a three-course dinner.

The evening begins with a drinks reception, then it's straight on with the show. Our compere - football's raconteur Andy Gray - will announce the first wave of winners of awards, each collecting a fabulous, hand-finished Caithness Crystal bowl to commemorate their achievement.

We then break for dinner before Andy Gray is back on stage to complete the line-up of awards with the evening's heavyweights, including the coveted Best British Coach Operator.

The celebrations start in earnest with impressionist and comedian Bobby Davro providing the humour. Music will be provided by top London dance band Premier Cru, whose big sound and horn section will provide something for everyone.

The celebrations go on into the wee hours, but any real night owls can also enjoy the fun prize casino, with tables open until three in the morning.

The evening promises to be the best start a coach operator's year has ever had... be there!

■ *Full details and tickets, priced (excluding VAT) £85 or £800 for tables of 10, are available from Kate Dalton, Evention, on 01733 244488, fax 01733 244472.*

Trophy of achievement: a striking hand-finished Caithness Crystal bowl

Duncans' 35-year contract ends because of vandalism

A HUNTINGDON operator has ended almost 35 years of business with a scientific research centre because of vandalism alleged to be the work of anti-vivisectionists.

Duncans Coaches had provided coaches for Huntingdon Life Sciences since the 1960s, at one time sending 13 vehicles a day to and from the town's biggest employer. But a Christmas campaign by animal activists left several coaches badly damaged, and Duncans decided to call it a day, persuading two other local operators to pull out of the contracts at the same time. During the Christmas week, vandals broke into Duncans depot and:

- Destroyed paperwork and flooded the office with water
- Used a parked Stagecoach double-deck bus as a battering ram
- Smashed the front of a Jonckheere executive on New Year's Eve
- Let off all the coach fire extinguishers
- Forced entry into the company's school coaches, vandalising the interior
- On New Year's Day, smashed the glass and panels of a DAF Plaxton.
- Painted 'SCAB' on the side of one coach

"It's not the financial loss, which is minimal," said Bob Duncan, who manages the business despite having sold it last year. "It's the principle. These guys are threatening people's families.

"But it's a real shame. The contract has shrunk over the years, and it seems to be policy to cut down on public transport.

"When this happened, I spoke to Tony Head at Reliance and Paynes and we have all terminated our contracts."

The animal rights group says it was not responsible, but gave its fullest backing to the vandals responsible. A placard linking the vandalism to animal rights was found on Duncans' site.

Target of activists: a series of attacks over Christmas has resulted in Duncans terminating contract

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1989 VOLVO B10M CAETANO ALGARVE
57 seats, finished all white. M.O.T MARCH 1998

1987 VOLVO B10M PLAXTON 3500 PARAMOUNT
53 reclining seats, courier seat, finished cream/ maroon/yellow. M.O.T NOVEMBER 1998

1987 BOVA FUTURA FHD
53 reclining seats, centre continental door, provision for toilet, courier seat, finished cream/maroon/yellow. M.O.T NOVEMBER 1998

1987 VOLVO B10M VAN HOOL ALIZEE
53 reclining seats, recent grey/graffiti retrim, courier seat, curtains, ferry lift. NEW M.O.T

1989 VOLVO B10M CAETANO ALGARVE
53 seats, finished all white. M.O.T MARCH 1998

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1994 VOLVO B10M JONKHEERE DEAUVILLE
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1987 SETRA 215HR
49 reclining seats, toilet + exec. spec., including SUTRAK AIR CONDITIONING, finished silver. M.O.T MARCH 1998

1985 SETRA 215HD
49 reclining seats, recent grey/graffiti retrim, toilet + exec. spec., usual Setra refinements. M.O.T. JANUARY 1998

1987 VOLVO B10M PLAXTON PARAMOUNT 3500
49 reclining seats, centre sunken toilet, continental door, courier seat, finished cream/maroon/yellow. M.O.T. NOVEMBER 1998

1983 SETRA 215HD
49 reclining seats, recent grey/graffiti retrim, toilet + exec. spec., usual Setra refinements. NEW M.O.T.

1982 SETRA 215HD
49 reclining seats, toilet + exec. spec., usual Setra refinements. NEW M.O.T.

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53 seats, power door, brown interior, finished brown/cream. M.O.T JULY 1998

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53 seats, recent retrim, courier seat, finished cream/duo brown. M.O.T JULY 1998

1979 BEDFORD YMT PLAXTON SUPREME
53 seats with seat belts, finished blue/white. M.O.T JUNE 1998

1982 FORD R1115 PLAXTON SUPREME VI EXPRESS
53 seats, recent grey/graffiti retrim, double glazed. NEW M.O.T.

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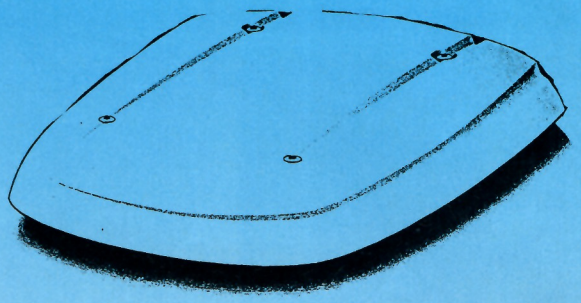

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London Traveller identified new S320's cracked windscreen as a design fault

Operator faces £5,000 bill on

UVG S320 with split screen has design fault, says operator, but warranty not being honoured

By Mark Williams

A LONDON operator faces a £5,000 bill on a near-new coach as a result of UVG Bus & Coach being in administrative receivership.

London Traveller's problems began when a new UVG S320 coach suffered a cracked windscreen, which the operator identified as a design fault.

"The driver was caught in a strong wind, and watched the screen bow inwards then crack across the entire surface," said London Traveller md Steve Deveraux. "We specified a split screen in this vehicle, and this seems to be the source of the problem - the construction isn't strong enough to carry the screens."

But when Mr Deveraux contacted UVG Bus & Coach to get remedial work done, he was told his warranty was null and void: "A

Electric minibuses to run in Glasgow

THREE electric minibuses are set to be operating on a Glasgow city centre bus route before the Spring, says Strathclyde Passenger Transport Executive (SPTE).

The vehicles are being assembled on a base of the Omni bus design by Smiths Electric Vehicles of Gateshead, and will feature AC charging of the motors.

To be operated by First-Bus, the buses offer a range of just 45 miles on one charge, but can be topped up from 20% to 80% of potential within 45 minutes. SPTE director of operations Douglas Ferguson said: "The batteries need to be recharged in the middle of the day and so three vehicles are needed to provide cover." The recharging operation will take place at Buchanan Street bus station.

"With further recharging station infrastructure, they could be very practical," said Smiths Electric Vehicles md David Smith. "Though we have built these on Omni, I suspect there could be better base vehicles, and these must be viewed very much as a concept. But I must say that the vehicle already built drives like a limousine."

Mr Smith said the minibuses have reduced interior space to accommodate the drive system, but use nothing more complex than gel-based lead-acid batteries, these being aircraft technology from Hawker Siddeley.

Backed by an Energy Saving Trust grant, the project is in line with a Millennium environment plan for Glasgow city centre which has pollution reduction at its heart. The accessible service will provide a link between Glasgow's Queen Street and Central railway stations.

Ads with a warm glow featured on Arriva group buses have new poster technology

Bus adverts to light up London

BUS ADVERTISING is set to light up the streets of London as Yellow Pages and TDI switched on the first application of illuminated bus posters. The innovation is on 10 Arriva group buses serving London Transport Buses West End routes.

The Electric Paper posters span the bus side and measure 20 feet by two feet. They are powered by the bus battery, which 'excites' a thin layer in the poster design to make it glow.

Unlike earlier attempts using fluorescent tubes, the new technology is adapted from that used commercially on small-scale products, including mobile phones and drinks dispensers in pubs and bars.

The innovation is the result of a partnership with Altered States Visuals Ltd which developed the illumination system for use on large displays on buses.

but told warranty was void

UVG coach

line was drawn under UVG Bus & Coach's liabilities at the time of insolvency," said a spokesman for the receivers.

"Although the company is still producing vehicles and working normally, it represents an asset which, when sold, will be used to offset the liabilities of the old company," he explained. "Mr Deveraux can get the work done, then add his company's name to the creditor's list.

"Other warranty claims should, nonetheless, be directed to the receiver, who is keen to do what he can to help. This particular claim requires re-engineering, and the receiver is under no obligation to meet the cost."

The screen problem is not unique, *CBW* can reveal. Neals of Ely, near Cambridge, had a similar problem with an S320 bought last Autumn. After replacing three screens, UVG finally agreed to convert the coach to one-piece screen, which has solved the difficulty. But Neals, too, has been told that a minor fault - now resolved - could not be repaired under warranty.

"My coach was four months old when this happened," complained Mr Deveraux. "It was one of the last built with a two-piece screen. It is sitting in the yard, and it looks like it will stay there for the foreseeable future."

■ *Offers to buy UVG Bus & Coach are still being considered by the receivers - David Duggins and Ian Best of Arthur Andersen. The staff remaining after a wave of redundancies are continuing to build for orders, including the 100 Mercedes-Benz 0405Ns ordered by Travel West Midlands. No other UVG company is affected by the administrative receivership.*

Parts service amalgamated as Yeates' Brian Walker is promoted to sales director

Yeates promotes Walker

YEATES BUS & COACH, the Volvo-owned dealership, has promoted Brian Walker to the position of sales director previously held by Tony Harvey.

The appointment gives Mr Walker responsibility for the sales of all new and used coaches by the Loughborough-based company.

Although Mr Walker was previously sales manager - a position he held for the past six years - there are no other changes affecting the sales team, which reports directly to him.

Having been with Yeates since 1979, Mr Walker was sales director when Volvo acquired the business in 1991. Other recent changes under the leadership of managing director Bill Russell have included the amalgamation of the parts services supplied by Yeates. The previous arrangement separated mechanical and body parts, but a 'one stop' shop for all operators parts requirements adjacent to the Byron Street repair workshops has freed the old stores to become office accommodation.

Meanwhile, coach orders being processed for the 1998 season include 39 for Shearings, 25 for Wallace Arnold, eight for Clarkes and nine for Excelsior.

New contracts go to five companies

LONDON TRANSPORT has awarded new contracts to MTL London, Capital Citybus, Thamesway, Epsom Buses and newcomer, London Traveller.

Route 17 stays with MTL London who will upgrade it to lowfloor double decks next year.

MTL has also retained 326, 384 and C11, operated with lowfloor single-decks, and night bus route N5. MTL's 217 and 231 contacts, up for renewal in Summer, will be going lowfloor when the changeover happens.

Capital Citybus gets route N20, while the weekday, double-deck school service route 326 has gone to London Traveller of Park Royal.

New midibus route 17 goes to Thamesway, while new route 463 goes to Epsom Buses.

LT finance chief is awarded the CBE

LONDON TRANSPORT'S board member for finance, Tony Sheppeck, has been awarded the CBE in the New Year's Honours, for his services to public transport in London.

Mr Sheppeck, 57, joined LT in 1990 where he is responsible for financial management and control throughout the corporation. He is responsible for the LT pension fund - one of the largest in the UK - and is former chairman of the Nationalised Industries Finance Directors Group.

Tracky puts in £4.5m order

THE YORKSHIRE TRACTION GROUP has pulled together the requirements of the Barnsley-based parent company and its subsidiaries for the first time, announcing a 54-vehicle, £4.5 million order for 1998. All but 11 of the body order goes to East Lancs.

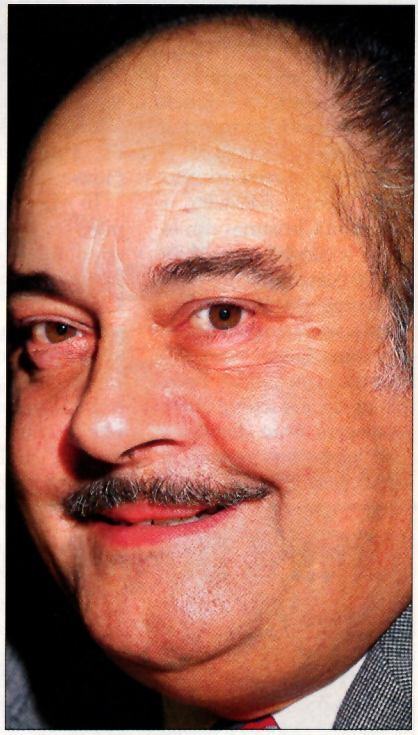
Chairman and managing director Frank Carter, said: "New vehicles are the only future for the industry."

Yorkshire Traction will receive eight Volvo B6LE/East Lancs Spryte single deckers and eight Mercedes-Benz Vario/Plaxton Beaver 2 33-seaters. The second of these orders is still provisional. In addition, three Volvo B10M/Plaxton Premiere Expressliners will join the fleet.

Strathtay Scottish Omnibuses is to receive eight normal-wheelbase Volvo Olympian/East Lancs Pyoneer double deckers and Lincolnshire Road Car is to receive two long-wheelbase Volvo Olympian/East Lancs Pyoneers in addition to eight 10.6-metre Dennis Dart SLF/East Lancs Sprytes.

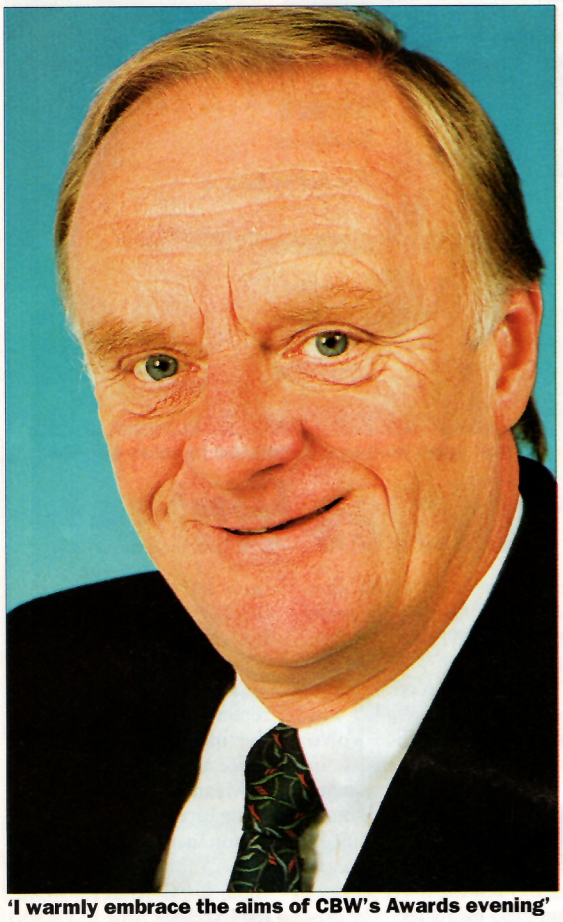
Yorkshire Terrier is to acquire four 10.6-metre Dennis Dart/East Lancs Sprytes and further vehicles to be introduced are three Scania K112s which are to be re-bodied at East Lancs. Although similar to some already in the Yorkshire Traction and Barnsley & District fleets, these vehicles have not yet been allocated to a specific company.

In addition the group has acquired a number of Volvo vehicles which are ex demonstration or ex-short-term contract lease. Of these five will remain in the parent company, while four operate in Sheffield for Andrews (Sheffield) Ltd.



Carter: 'new vehicles are the only future'

Coach dealership backs principle promoting high standards for growth



'I warmly embrace the aims of CBW's Awards evening'

Backing marketing award is 'essential'

By Mark Williams

WHY back the Coach Industry Awards with hard cash? Dealership Kirkby says that the success of the industry depends on it.

In putting its weight behind the Marketing Campaign of the Year award, Kirkby is backing the principle that growth of coaching depends on the highest standards of professionalism.

"We at Kirkby are keen to promote the highest standards of excellence," says md Glynn Mackenzie.

"We set high standards within our own company, and warmly embrace the aims of the Coach Industry Awards, which are encouraging more and more operators to look at ways of attaining ever higher standards within their businesses."

Mr Mackenzie said the awards highlight successes of which the industry can be proud, and help promote coaching outside of the industry - demonstrating the high standards of comfort, service and convenience attainable by coaching.

"Marketing is a fundamental but often neglected activity - success or failure can hinge on how a business markets its products and services," said Mr Mackenzie.

"Marketing is not just about having the right product at the right price. It is also about making sure that potential customers are not only aware of it, but will choose to buy it in preference to a similar product offered by a competitor... which is as true of marketing coach travel as it is of any other business."

The Marketing Campaign of the Year award encompasses every aspect of running a coach company, taking in advertising, publicity and sales promotion, but also benefiting from good staff training and a focus on product quality.

"The award will show just how effective good marketing can be - and will serve as a reminder that marketing is a subject which any business, coach operators included, should not overlook," said Mr Mackenzie.

Park-and-ride success

IN A joint initiative involving Aberdeen City Council and Grampian Transport, a city park-and-ride service is to become a permanent Saturday fixture following a successful Christmas run in which it carried more than 10,000 passengers.

Starting on 10 January, Grampian Transport began operating buses every 10 minutes from Calder Park, picking up and setting down passengers from dedicated CityQuick bus stops in Aberdeen city centre.

The service complements the city's existing park-and-ride facilities based at Bridge of Don and Woodhill House.

In May last year, Grampian Transport said it would continue the commercial operation of Aberdeen's CityQuick park-and-ride services for at least another year, even though they were losing money.

Park and ride is continuing to show "encouraging growth" in the city, according to the operator.

Grampian Transport: its success ensures park-and-ride goes year round in Aberdeen

Wilts & Dorset set to buy Kingston

KINGSTON COACHES, the Salisbury-based coaching arm of Thamesdown Transport, is set to be snapped up by Wilts & Dorset Holdings.

Andrew Bryce, W&D's commercial director, confirmed acceptance of an indicative offer by Wilts & Dorset Holdings to Thamesdown for the purchase of the assets of Kingston.

Completion of the deal is expected at the end of the month when full details will become available.

Kingston is a 15-vehicle operation run out of Lopcombe, which is three miles from Salisbury where one of W&D's three existing coach company's, Tourist Coaches, is based.

Tourist has a fleet of 22 coaches used on a range of activities from Continental tours to local bus services, whereas the main Wilts & Dorset bus operation stands at around 250 vehicles.

Rationalisation of the Kingston and Tourist coach businesses is expected to follow the acquisition.

During mid-1997 Thamesdown came close to selling Kingston to the now-defunct Coachline business of Rotherham.

Breath test kits trial

STAGECOACH has introduced breath test kits on an experimental basis at its depot in Perth and at Inverness Traction in Inverness, and will carry out a test on any driver suspected of being under the influence of alcohol. Random testing will also take place, according to a company spokesman.

"We are very much aware of the dangers of drink driving and, along with many other transport organisations, this is something we cannot ignore where public safety is concerned," the spokesman said.

The initiative will be monitored at the two Scottish garages and, if successful, will be extended to other depots.

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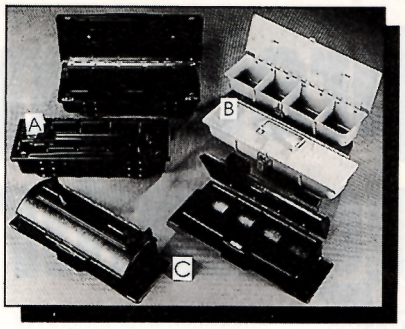

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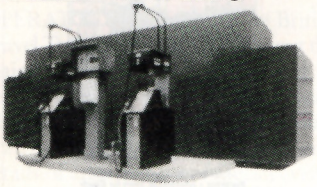

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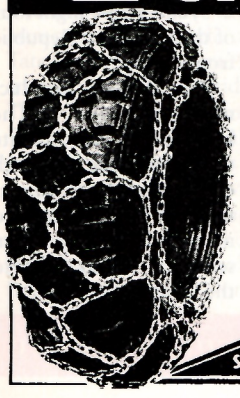

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CBW Coach Industry Awards Sponsorships

Drive for perfection

LEADING operator P&O European Ferries is delighted to sponsor the Coach Tour Brochure category at the 1998 Coach Industry Awards.

The company is sure the winner will match the high standards of the P&O European Ferries' products, by fulfiling the many important factors against which this award will be judged.

The winning brochure should have an easy-to-read layout, carry easily-understood upfront pricing, and the descriptive content should be informative.

P&O European Ferries is the clear market leader for group travel and carried more than 100,000 coaches on the Dover-Calais route in 1997. The sector is extremely important to the company, which has a dedicated sales and support team to cater for coach and tour operators. P&O European ferries also has excellent links with recognised coach associations within the UK, links which the company is always striving to improve and enhance.

Ray Brunton, P&O European Sales Manager (Groups), said: "We are very pleased to be sponsoring an award in such a high-calibre event and I am sure the standard of entrants has been of extremely good quality.

"In 1998, P&O European Ferries is looking forward to the challenge of the new joint venture company, and working with our many travel partners to continue to offer quality and good-value products."

P&O European Ferries operates a fleet of five superferries on the 75-minute crossing between Dover and Calais, providing 25 return sailings a day and a departure every 45 minutes during peak times.

Super bowl: the trophy for Coach Industry Award winners

The wheel of fortune

THE VITAL role of the person behind the wheel on a coach tour prompted SeaFrance, the independent ferry operator on the Dover-Calais route, to sponsor the award for Coach Driver of the Year.

Lee Cornwall, SeaFrance's reservations manager, said: "We are totally committed to providing a wide range of facilities for the coach driver, who is often ignored in the overall scheme of things.

"We intend to work closely with coach drivers to ensure that he, or she, always enjoys a relaxing break on board our ships, both in terms of food, service and the warmth of the welcome." Moving into the sponsorship sector is a logical progression for SeaFrance, which is keen to sustain and build on its relationships with the coach and group sectors. The company attended the awards night for the first time in Bournemouth, in 1996, and it was so impressed that it decided to become more actively involved.

The sponsorship comes on the back of a very successful 1997 for SeaFrance, which saw it increase its share to more than18% of the coach tourism market in the battle for business on the competitive, short-sea crossings.

Ferry Stopovers included for first time as

Express routes bargain break

By William Golden

SHORT breaks are proving big business for National Express, which has responded to overwhelming passenger demand by producing its biggest *Bargain Breaks* brochure.

More than 130 hotels and a record number of destinations are featured in the Bargain Breaks for 1998 programme. Prices include return coach travel from anywhere on the nationwide coach network; bed and breakfast accommodation at the majority of hotels (with dinner optional); and discounts on many local attractions.

The key factor is flexibility and passengers can travel whenever they like and decide how long they want to stay. Many hotels offer free accommodation for up to two children. Further savings are available for groups of 10 or more, and there is a range of seasonal and Sunday night discounts at selected hotels.

The UK coach giant reported a significant increase in the number of people taking Bargain Breaks in 1997, enabling the company to offer even greater choice and value this year. Overwhelming passenger demand has resulted in an increase in the number of hotels, with a greater choice of London-based properties. For the first time, Ferry Stopovers in sea and ferry ports have been included as a natural extension to the popular Airport Stopovers.

Accommodation ranges from youth hostels to quality, family-run hotels

ICT targets European breaks

IMPROVED and easily-accessible sea crossings have prompted Independent Coach Travel (ICT) to target coach operators through two specialist Continental brochures

The first, *Sprint*, features 19 destinations within a day's travel of the UK when crossing via Le Shuttle. New products for 1998 include Metz & the Lorraine from £66; Castles & Gardens of the Seine Valley from £59; and historic Frontier Cities and Fortress Towns from £58. All prices include three nights bed and breakfast accommodation. Another option is a tour of the breweries of Flanders for £88, which includes four nights bed and breakfast, including a champagne buffet on one morning.

Holland & Beyond underlines 10 of the many destinations now more accessible via the Stena Line HSS service from Harwich to the Hook of Holland.

As well as traditional destinations such as Amsterdam, Efteling and The Hague, the guide features a five-day tour of the Hanseatic Cities of North Germany from £73, and a nine-night tour of the the Czech Republic from £247.

Ben Pinsent, product manager, said: "The brochures demonstrate the importance for coach operators to take advantage of the increased accessibility that modern sea carrier services offer to the Continent."

For all your tourism and travel ideas see *Coach Tours & Excursions*. If you

scheduled operator reacts to overwhelming passenger demand

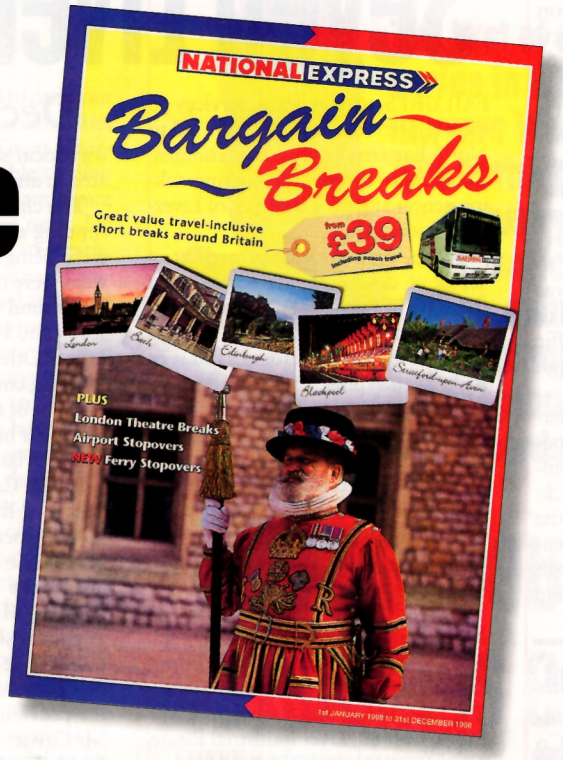
to biggest programme

and properties from groups such as Forte, Hilton and Thistle. The full-colour brochure has now increased to 40 pages and features dozens of destinations throughout Britain, including seaside resorts, places of cultural and historic interest and major airports and ferry ports.

The possibilities include London theatre breaks, visiting, *Coronation Street* at the Granada Studios in Manchester, or experiencing the spectacle of the Edinburgh Tattoo.

For travellers taking foreign holidays or returning from abroad, National Express Airport and Ferry Stopovers offer the combination of travel to all of Britain's major airports and ferry ports, plus accommodation.

Sarah Horton, National Express marketing manager, said: "This year has been a record year for sales of our Bargain Breaks and, with the further improvements we have made, I am sure that 1998 will be even more successful."



How operators can get on the right Millennium trail

OPERATORS who attend the British Travel Trade Fair can find out about the major visitor attractions planned to mark the new Millennium. A special Millennium feature and a Millennium Trail round the exhibition will give details of attractions and special events in the pipeline for the year 2000.

The Millennium Experience at Greenwich and several of the Millennium Commission's Landmark Projects, which are receiving funds from the National Lottery, are launching their trade marketing campaigns at BTTF and will be keen to talk to coach operators about group bookings.

Tourist boards and destinations will also have details of attractions planned for their areas. The London Tourist Board will have the latest news on attractions such as the £130 million Tate Gallery of Modern Art, the pedestrian-only Bankside Bridge across the Thames, and the Millennium Ferris Wheel on the South Bank, which will give 30-mile views across the capital.

Towns and cities all over Britain are benefiting from Millennium Commission grants, among them Durham, Whitehaven, Liverpool, Sheffield, Bristol, Portsmouth, Norwich, Belfast and York. They will all be represented at BTTF. A new spa is being planned for Bath city centre; Cardiff will have a new Millennium stadium; and Glasgow a Museum of Football, at the renovated Hampden Park Stadium.

British Travel Trade Fair

25-26 March 1998
NEC, Birmingham

Other major projects include the £54 million International Centre for Life in Newcastle upon Tyne, where the rides will have a genetics theme and visitors will be able to watch scientists at work; and the £23 million National Space Centre at Leicester, which will have rockets and simulated space flights.

The £106 million Eden Project at St Austell, Cornwall, with a tropical rainforest as its centrepiece, expects 750,000 annual visitors when it opens fully in April, 2000.

Some Millennium Commission funded attractions will open for business before the turn of the century and are already taking bookings. For example, the first phase of the Earth Centre, in Doncaster, South Yorkshire, opens this Summer, with the full opening scheduled for Easter 1999.

Many established tourist attractions are also planning new features for the year 2000 and will be revealing details at BTTF. These include the £6 million Wedgwood Visitor Centre, opening on 1 January 2000, and Millennium rides at Blackpool Pleasure Beach and the Magical World of Fantasy Island, in Lincolnshire.

■ *British Travel Trade Fair 1998 takes place on Wednesday and Thursday, 25 and 26 March, at the NEC, Birmingham. It is organised by Reed Exhibition Companies on behalf of the English, Northern Ireland, Scottish and Wales Tourist Boards and the British Tourist Authority.*

Register now by calling the BTTF registration hotline on 01926 435843 (fax 01926 451963).

EUROWATCH

WEATHER

City	Average temperature last week
Amsterdam	8C/46F
Athens	10C/50F
Berlin	7C/45F
Brussels	10C/50F
Dublin	12C/54F
Lisbon	15C/59F
Luxembourg	6C/43F
Madrid	11C/52F
Oslo	2F/36F
Paris	10C/50F
Rome	12C/54F
Stockholm	7C/45F
Vienna	5C/41F
Zurich	-2/28F

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AA Out and About with AA Roadwatch

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Belgium	0.48
Eire	0.64
France	0.46
Germany	0.42
Greece	0.38
Italy	0.51
Luxembourg	0.38
Netherlands	0.48
Norway	0.66
Portugal	0.40
Spain	0.41
Sweden	0.51
Switzerland	0.55

HOLIDAY POUND

Country	Currency exchange rate
Austria	20.02 Sch/£
Belgium	58.71 BFr/£
Denmark	19.91 K/£
Eire	1.152 Punt/£
France	9.50 F/£
Germany	2.85 DM/£
Greece	453 D/£
Italy	2,820 Lire/£
Netherlands	3.19 Gld/£
Norway	11.73 NKr/£
Portugal	289 Es/£
Spain	239 Pta/£
Sweden	12.66 SKr/£
Switzerland	2.31 SFr/£

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Hearing adjourned

MAINTENANCE

THE consideration of disciplinary action against Rest & Ride (Birmingham) Ltd's O-licence — together with the company's application to increase it authorisation from 18 single deckers and two double deckers to 33 single deckers and two double deckers and to change its operating centre — was adjourned when the firm failed to appear before West Midland traffic commissioner John Mervyn Pugh at a Birmingham public inquiry.

The commissioner was considering revoking, curtailing or suspending the O-licence held by the company, of 1 Rolfe Street, Smethwick, Warley, West Midlands, and the possible disqualification of the company and director Abwar Singh Thandi from holding or obtaining a licence.

Upgrade for Reading op

MAINTENANCE

GREATER Reading Omnibus Co Ltd, of 66 Cardiff Road, Reading, Berkshire, had its O-licence upgraded to an international one and its authorisation increased from 30 to 35 vehicles after Western traffic commissioner Christopher Heaps was satisfied about the company's financial position at a Reading public inquiry.

Two-week suspension

MAINTENANCE

WEST End Travel & Car Hire Services Ltd's two-vehicle O-licence has been suspended for a fortnight by Eastern deputy traffic commissioner Ian Fowler. The company, of Unit 1, 63 Morris Road, Leicester, had been called to a Leicester disciplinary inquiry following the conviction of one of its directors for driving while disqualified.

O-licence revoked

MAINTENANCE

CONTINUING maintenance problems have led to Margaret Bruce's three-vehicle O-licence being revoked. Mrs Bruce, who trades as St Andrews Coaches, of 64 Largo Road, St Andrews, Fife, appeared before Scottish traffic commissioner Michael Betts at an Edinburgh disciplinary inquiry.

Seven Liverpool ops face

Decision on six reserved until later

FAILURES to run local services to their registered timetables have led to North Eastern deputy traffic commissioner Brian Horner considering taking action against a number of Liverpool operators.

Seven operators appeared at a series of disciplinary inquiries over five days in Liverpool. The operators concerned were:

- Andrew Cawley, trading as Rest & Ride Merseyplus, of Strider House, 37-47 Eaton Street, Liverpool
- Merseyside Transport Ltd (MTL), of Green Lane, Liverpool
- North Western Road Car, of 73 Ormskirk Road, Aintree, Liverpool;
- Charles Hunter, trading as Village Group Tours, of 21 Church Road, Garston, Liverpool;
- Meadowhall Ltd, trading as Merseyline Travel, of Unit 43, Garston Industrial Estate, Blackburn Street, Garston, Liverpool;
- C&M Travel Ltd, trading as CMT Buses, Unit 30, Liver Industrial Estate, Long Lane, Aintree, Liverpool;
- Bussco Ltd, of 63 Threebut Lane, West Derby, Liverpool.

The deputy commissioner was told a series of checks had been carried out in Liverpool in September and October by a joint team of monitors from the Traffic Area Office and Merseyside PTE following concern about the way local services were being operated in and around the city centre.

The checks revealed services were running early and late, some routes were being cut short and some services were not run at all. Buses were also found to be waiting too long at stops and breaching waiting restrictions. Others were found not to be showing correct destination blinds.

In six of the cases the deputy commissioner has reserved decision and is to give it late this month.

In Mr Cawley's case, Mr Horner cancelled the registration of the sole service operated, between Liverpool Paradise Street Bus Station and Speke, imposed a condition on the licence banning Mr Cawley from operating any local services in the future, and directed he repay 20 per cent of the fuel duty rebate grant received over the previous three months. He said Mr Cawley had failed to comply with the undertaking that the laws relating to the driving and operation of vehicles used under his licence would be observed.

MTL divisional general manager Tom Balshaw said part of the problem was the large volume of buses in the centre. There were particular problems in the Paradise Bus Station and Great Charlotte Street areas.

Mr Horner said he was very concerned about the situation in Great Charlotte Street and Mr Balshaw replied that he thought the situation would be improved by introducing a one-way system, as did the other operators. Merseytravel was reluctant to go along with that as it believed it would create congestion elsewhere.

Unlike other companies, MTL did not pay bonuses to drivers based on the numbers of passengers picked up, said Mr Balshaw. Seventy three vehicles were required to operate the five services concerned.

Md Dominic Brady said the Paradise Street Bus Station could be better managed and organised. MTL and other operators had been pressing Merseytravel to reorganise it. An order that the company repay fuel duty rebate grant would cost some £255,000. He accepted the operation of the 17 group of services was at one stage disappointing at best and deplorable at worst due to factors beyond the company's control, such as staff shortages arising following the merger of two depots. He agreed that, with hindsight, they would have been better cancelling some registrations.

Mr Horner said that, from what he

CMT's problems had occurred on a small part of a very reputable company's operation - Jonathan Lawton

VI admits Express Travel charge was flawed

DRIVERS' HOURS

A CASE in which it was alleged Liverpool-based Express Travel Services and six of its drivers had committed falsification of tacho records offences has been dropped by the VI.

When the case first came before the Liverpool magistrates, Tony Ostrin, for the drivers, said the work was out of scope and the tachographs had been used on a voluntary basis. There were various inaccuracies in the charts, but they could not be said to be false as they were not being used for Road Traffic Act purposes but for employment purposes.

For the VI, John Heaton told the Liverpool Stipendary Magistrate it was accepted that, since the services on which the drivers had been engaged were out of scope in that an extract of the duty rosta and the timetable was being carried, the use of tachos had been voluntary and consequently no offence was committed if the charts were inaccurate.

It was also accepted there was no evidence to show the company had sufficient knowledge to be guilty of causing the alleged offences, said Mr Heaton.

commissioner

this month

had heard, there seemed to be far more seats available than passengers and the general motivation was to thump the opposition rather than give passengers the best service.

Disagreeing, Mr Brady said he thought the bus industry on Merseyside was now far more customer focused than in the past. Discussions were currently going on between the operators over the introduction of a code of conduct, including a significant increase in the level of policing.

John Walsh, operations director of Merseyline Travel, said his company operated 17 vehicles with a peak requirement of 14. The company was proud of its reputation. Unfortunately, they ran into problems in the Summer when competitors put drivers' wages up. MTL regulators had been boarding the company's buses and giving the drivers application forms for MTL. All the incidents bar three were down to four drivers, one of whom had been dismissed and the other three given written warnings.

He agreed that one of the problems had been a lack of supervision of the company's services on the road. A driver had been appointed as temporary inspector and they were looking to recruit someone from outside. They had purchased a Wayfarer ticket system which would improve the monitoring of the services. They were also looking at the timetables with a view to extending running times.

He did not condone what the company's drivers had done, but he understood their frustration caused by interference from MTL on services running along Hanover Street, said Mr Walsh. It was a situation that had gone on for months and months.

Jeff Grant, operations director of CMT Buses, said his company operated 55 vehicles and had recently invested £3½ million. It had the latest Wayfarer computerised ticketing system. A daily analysis was carried out and undercover inspectors travelled as passengers. Action was taken against drivers who failed to carry out instructions. However, the difficulties in Hanover Street and Great Charlotte Street were impossible to plan for. It was impossible to anticipate what was going to happen next. He conceded buses should not start early.

For the company, Jonathan Lawton said the problems had occurred on a small part of a very reputable company's operation. There had been a total failure by the appropriate authorities to control traffic in Hanover Street. When a large number of traffic wardens were made available for a few days there was a considerable improvement.

For North Western, Geoffrey Jones said that, since 1990, the operators had been worried about the practical problems about running bus services through the city centre. It was a common theme among the operators that the PTE's bus strategy was going to result in difficulties because of conflicting traffic, inadequate roads and a lack of enforcement. There were significant problems in Hanover Street, Elliott Street and Great Charlotte Street that were beyond the control of the operators. There were huge difficulties in scheduling and registering timings in the central area. It was a nightmare to try to get it right. The situation had been aggravated by four sets of roadworks in Hanover Street.

North Western's managing director Robert Hind said that, unlike the other operators, the company's services were cross-town ones and they had tried to build some reliability into the timetables. He believed North Western offered a higher standard of quality of service than its competitors and there was no need for the company to "play the game that others may be playing."

In reply to Mr Horner, Mr Hind said that, whatever the outcome of the proceedings, he thought the problems would continue and the company would have to consider whether it could continue to operate cross-town services and to comply with the PTE's strategy.

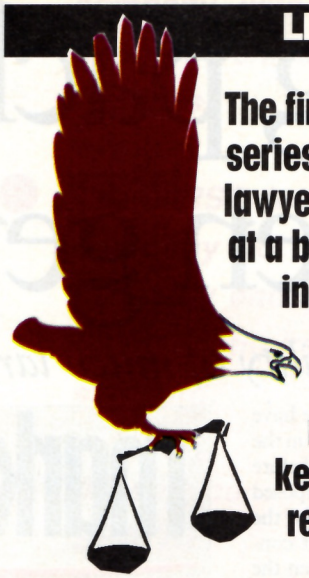
Carterton upgrade granted

MAINTENANCE

AN APPLICATION by Carterton Coaches (Witney) Ltd, to upgrade its national licence to an international one will be granted with effect from the beginning of March provided Western traffic commissioner Christopher Heaps is satisfied about the company's financial situation.

The commissioner had been considering disciplinary action against the eight-vehicle licence held by the company, of Supergas Industrial Estate, Downs Road, Witney, Oxfordshire, at a Swindon public inquiry because of concern over its maintenance record and financial situation. Mr Heaps accepted a number of undertakings from the company, one of which was that it would sell two vehicles.

LEGAL EAGLE



The first of a regular monthly series in which transport lawyers Wedlake Saint look at a burning issue in the industry. This week solicitor Barry Prior examines the management role in keeping tachograph records

Drivers' Hours check system is essential

THERE is a fine line between aiding and abetting drivers hours' offences and permitting them to occur. Two recent decisions show the distinction between the two. In the first appeal where a PSV operator was accused of permitting offences, the court said it was common knowledge that drivers break the rules.

On that basis the operator did not have to openly sanction any abuse of the drivers' hours regulations to be guilty of permitting such offences. It was one of the operator's duties to make regular checks and, if any infringements were detected, take appropriate action.

The absence of a structured, effective checking system of itself inferred the operator had permitted the offence. In short, as a result of this judgment all operators must have an effective, documented system for checking at least a proportion of all charts on a regular basis.

On the face of it this decision is turned on its head by another appeal, on this occasion involving an HGV operator initially guilty of aiding and abetting similar offences. Here the Court of Appeal found that the encouragement and assistance necessary for aiding and abetting could not be inferred from ignorance of the offences themselves.

In this instance, drivers had falsified tachograph records and this would have been detected had they been checked against time sheets. The Court of Appeal overturned the convictions finding that, since the operator did not know the offences had happened, there could be no aiding and abetting. However had charts been checked against time sheets and no action taken, this inactivity may by inference have led to a finding of guilt. It is clear from both decisions that operators who have no proper checking system for tachograph charts are exposing themselves to considerable risk. The checks made need not include every chart but there should be regular checks ensuring all drivers/routes are covered.

Barry Prior: make those checks

They may be done manually but must then be recorded in some written form. Alternatively computer-assisted checking systems and services are provided by several organisations. There is, however, no question that the checks must be made.

■ *Are there any legal issues you would like Wedlake Saint to explain? Let us know your query by letter, addressed to Legal Eagle, by fax or by e-mail to: MarkW @automotive.emap.co.uk*

Selling package tours? Then get insured

There's the possibility of much larger claims being made in the future

FOR THE LAST 20 years or more we have been following on the heels of America in the development of consumer rights. Even before the Package Tour Regulations were imposed upon us, there were legal precedents for the award of damages in excess of what consumers had actually paid for holidays when the promise was not matched by the reality.

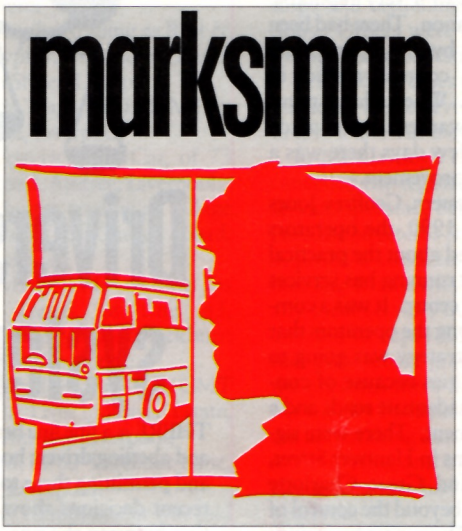
The Package Tour Regulations defined exactly what consumers had to be told and I certainly remember saying when I first saw these regulations that they would result in far more complaints by travellers and expose tour packagers and sellers to greater risk of claims for damages.

Despite this, in the early days of this new legislation, I thought it unnecessary to insure against such claims. Instead I favoured careful compliance with the regulations and diligence in checking out things like the quality and features of the hotel, the facilities to be provided, its location and compliance with local rules and regulations.

Later it dawned on me that, whoever was to blame, it was the maker and seller of the package who was responsible to compensate the customer, or mount the legal challenge to the client's claim and, while some of this might eventually be recoverable from the guilty party, this could be a long, arduous or even impossible task. Caution, therefore, triumphed over my inherent avoidance of unnecessary insurance. The risk of having to pay out a lot of money, which might, or might not, be recoverable looked a bit too near to financial ruin for my liking.

How glad I am that I came to this conclusion some time ago. No, it is not that I have copped for an expensive claim, but I know someone who has. The legal costs alone are bad enough but, if the claimant wins, my acquaintance looks like stumping up a five-figure sum — or, put another way, an amount that would have given insurance cover against such a claim for at least 10 years.

I would strongly recommend that anyone selling



package tours should seriously consider insuring against consumer claims if they are not already doing so. This advice applies to large and small operators. Indeed, the smaller you are the bigger the risk may be, partly because of the greater chance of falling foul of the regulations, but more particularly because a substantial claim could spell bankruptcy to a small business, yet only dent the profits of a larger one.

I give this warning because of the possibility of much larger claims being made in the future. As well as being more aware of their rights, consumers are now beginning to recognise the low individual cost and much bigger clout of collective actions. I hope, for example, that you never have occasion to hear of Holiday Travel-watch at PO Box 6410, Birmingham B36 0HF. This is an organisation specialising in co-ordinating claims against package holiday operators. A claim from one booking, or one disappointed family is a bad enough prospect. Imagine one from a whole coachload of passengers — or, even worse, several hundred from a whole series of departures. By sharing legal expenses between a lot of people a high-powered legal claim can be funded by a very small contribution from each of them - and they have little to lose and possibly an awful lot to gain.

Of course, doing everything possible to ensure that, firstly, there is nothing to complain about and, secondly, having a procedure to solve any problems as and when they occur, is an essential part of giving package holiday customers satisfaction. But I doubt whether all the good practice in the world makes one invincible against the barrage of consumerism that is set to bombard us.

It is not only on package holidays that this can strike. Last week I had a call from a firm of London solicitors asking if I would have a look at a coach of a client of theirs to see if it accorded with the description they had given to a non-package tour private hirer. This individual had seemingly lodged a complaint with Trading Standards that the coach supplied did not live up to the description in the quotation and/or booking confirmation.

Litigation was pending and an 'expert witness' was needed. In the event I did not do it for, once I intimated that I would want a fee at about half the hourly rate of a London solicitor, interest in me being an expert witness visibly wilted. Nevertheless, it is interesting and perhaps indicative of grounds for some concern, that the trades description legislation is being targeted at coach operators. Perhaps we should wonder about routinely quoting to supply a 'luxury' coach and get rid of the illuminated glass on elderly vehicles bearing the words 'Executive Coach'.

In just a few days, with no ifs or buts, any coach to be used to carry three or more children on an organised trip will have to be taken out of service if it is not equipped with sufficient seatbelts. In trades description terms, the same docking should apply if the promised video, coffee machine, air conditioning, or toilet is out of commission.

What's the sense in using manual transmissions?

IN AMERICA and Canada, countries blessed with miles and miles of good roads with very little traffic, there were 2,650 coaches sold in 1996 — 96.2% of them had automatic gearboxes. The figures for the previous two years were only marginally less — 92.5% in 1995 and 93.6% in 1994. One of the larger manufacturers, Eagle, has not delivered a manual gearbox coach at all since 1994. I do not have actual figures for this country, but I am in no doubt that they are just about the other way round - with less than 10% of coach sales being true automatics.

Why does the UK coach industry - unlike bus operators - have such a pre-occupation with all the strains and stresses of driving with a manual gearbox and the cost of replacing clutches? I feel sure that it is partly because manufacturers have not trimmed the cost difference down by offering automatic gearboxes as original equipment. There is still a higher-than-necessary premium to pay to specify automatic transmission.

But the industry habit of letting old beliefs die hard must be equally to blame. We tend to equate automatics with high fuel consumption. I hope my mentioning of this will result in some figures being produced, for I have suspect the modern automatic 'box - which will change at the optimum time and then lock into a solid transmission mode - will show a respectable mpg figure.

Operators who have not kept abreast with technology will perhaps not be aware that modern automatic gearboxes are electronically controlled. This means that their gear-changing characteristics can be altered to suit local conditions by simply putting in a different card of electronic chips. Where engines, too, have electronic monitoring, the gearchange can, for example, be linked to emission levels - thus giving optimum power without any black smoke (or other invisible but noxious exhaust fumes).

We need to be looking at the whole life cost - possibly savings - of opting for automatics and also remember that eliminating gear-changing will reduce some of the stresses imposed by modern day driving in this congested country.

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DIARY

COACH AND BUS WEEK ENDING...

10 YEARS AGO

■ **GREENS Tours and Travel goes into receivership, with the only saleable asset, according to receivers, being the travel agency. Established in 1924, it had traded at a loss for at least two years.**

■ **LABOUR shadow transport minister Paul Snape smells a rat in the business dealings of Endless Holdings which, having bought Shamrock and Rambler in Dorset, has bid for three ex-NBC companies. He alerts secretary of state for transport Paul Channon to a complex company history which has included significant losses.**

■ **WEST Midlands Travel picks up a £3.1 million bill for extraordinary costs - which include holiday payments to employees - and records a loss of £396,000 against turnover of £49.5 million. It had forecast a £1.4 million profit.**

15 YEARS AGO

■ **COTTERS Tours is predicting that its Volvo B10M Van Hool will clock up a million miles in its lifetime, having already put 375,000 miles of express work on its tachometer without a single breakdown in just over a year. Cotters runs 34 coaches, split 50/50 between B58 and B10M chassis.**

■ ***COACHMART* predicts the Next Big Thing in coach spec to be air conditioning. Sütrak supplies the facts for a feature, and says coaches with less than 250 bhp are unlikely to be able to take the strain of the compressor.**

Look who's last with the news

WE MUST all have a friend with the irritating habit of laughing two minutes after a joke's punchline.

He's the bloke who interrupts the flow of a good anecdote to ask an inane question about the previous topic of conversation. And it appears to us that he works for the national newspapers.

Poor Brian Souter must have assumed the dust had settled on his humorous lecture for London Transport in 1997.

We gave it plenty of coverage at the time, and squeezed two further witticisms into following issues.

At the time, we thought we'd approached overkill, but no.... along come the *Guardian, Independent* and the rest, clearly having a bad news day, to dredge up an off-the-cuff comment he'd made about Northern people and whip up some anti-southern fervour.

Mr Souter said his customers Oop North drank beer and ate chips, while the car drivers Darn Sarf drank wine and ate courgettes. Jack Charlton called him a prat, and Ann Winterton MP - speaking for the many Northerners who vote Conservative - said his description matched "a people who simply don't exist." What? Rarer than Tory MPs?

Just to rub it in, the papers also pointed out how much Mr Souter earned last year (£3.7 million).

It may have escaped the notice of the newspapers that Mr Souter is unlikely to be a committed anti-northern racist, since his own origins lie just about as far north as one can travel before visiting The Highlands...

Blending into background

MUCH though we love Glenda Jackson's red overcoat - which gets a regular outing on press functions - the minister of transport couldn't have chosen a worse garment for this picture shoot.

A perfect match for MTL London's decker, the coat lends Glenda the appearance of having been permanently glued to the radiator grille, like some bizarre wrap-around advertising vinyl.

The colour is undoubtedly politically appropriate but, if it was chosen to express support for LT, the minister can rest assured that - under current LT bus livery rules - a bit of red piping would be more than adequate...

Red Route: Glenda Jackson backs LT

Nappy New Year

THAT the Government et al are focussing attention on public transport this year is no surprise, but the latest news is that St Thomas' Hospital in London has leapt aboard the 'band bus'.

The annual Tommy's Campaign which, in the past, has tackled various parental issues, is this year launching the Parent Friendly Awards, with a special interest in rewarding operators whose vehicles cut the mustard for young mums.

From 19 January, supermarkets and others shops will carry voting forms which will help track down the most mum-friendly bus systems and trains.

The campaign is being supported by none other than Coronation Street's Sally Webster - in real life, mother-of-two Sally Whittaker. Her high profile would ensure the votes flow thick and fast.

Just in case you're thinking you might 'help' the votes for your company flow thicker and faster, be warned that a draw of voting forms will determine who is the lucky winner of a year's supply of nappies, baby wipes and training pants...

BYGONE DAYS

Remember this wheely good paint job?

Seeing double: how to make a Daimler Fleetline look twice as good

DOUBLE VISION or double deck? This extraordinary bus drawn from our picture archive shows just how inventive a livery designer can be.

The vehicle - based on a Daimler Fleetline chassis - was clearly photographed in foreign parts, where double-deck buses are more the exception than the rule. This may well explain the motivation for the extraordinary but stunningly effective paintwork.

The country was Portugal, and the city Lisbon. The year was 1988. But can you tell us both the body manufacturer's and the operator's names?

A small but beautifully formed prize to the first correct answer to land on the *CBW* diarist's desk. Closing date is a week from now, on 22 January. Send entries to: Double Vision Comp, *CBW*, Wentworth House, Wentworth Street, Peterborough PE1 1DS, or fax on 01733 467154.

LETTERS TO THE EDITOR

The Editor, *Coach and Bus Week*, EMAP Automotive Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS
fax: 01733 467154 e-mail: FrankF@automotive.emap.co.uk

Tempo 100 is irrelevant here

I WRITE to advise you that the last sentence of the article on seatbelt testing (*CBW*, 18 December) is incorrect.

The current MoT test does not "take into account the condition of the belt where fitted to meet Tempo 100 regulations", Tempo 100 is irrelevant in this respect. The current MoT test applies to those seatbelts fitted to satisfy the requirement in section 46(1) and (2) of The Road Vehicles (Construction and Use) Regulations 1986, ie, those fitted to "exposed seats" of coaches first used on or after 1 October 1988, and some minibuses.

The term "exposed" means any seat without a high-back seat immediately in front. In practice it includes the driver's seat, any crew or courier seat, the front pairs of passenger seats, the centre rear seat, and those seats behind step wells or tables.

COLIN COPELIN
Technical executive
Confederation of Passenger Transport (UK)
London WC2

Letter of the Week

Seatbelts: we can do a better job

HAVING read various articles on the very emotive subject of MOT testing of seatbelts and their installation or, more accurately, the proposed checks, we feel *CBW* is well placed to accumulate all the many concerns noted in the DETR consultation document. *CBW* could take up the standard and present the DETR with a coach and bus industry joint response.

Seatbelt manufacturers who take great care in manufacturing to recognised European or British Standards, installers who have taken the trouble to conduct independent tests at MIRA, and coach manufacturers or operators who have taken professional advice deserve better. All this expertise and experience has not been correctly channelled neither by the DETR nor by individual emotive responses.

Securon has, as others, detailed many points of concern. A joint industry effort, however, would have more impact.

While the excuse is used that this is a rushed response, who's rushing, not the industry. Readers may like to know that, in 1994, yes 1994, a document was produced in Australia on guidelines to improve occupant protection on existing coaches and buses. This included a section on the voluntary installation of seatbelts. The document is not short, is very informative and includes recommended bracket, bolt sizes etc, to provide seat strength and belt anchorages on a wide range of seats. This was prepared by the National Road Transport Commission, Federal Office of Road Safety, and Australian Bus & Coach Association - a joint effort of those with the knowledge.

With the available expertise within the UK coach/coach supplier industry and other available documentation we can do a better job.

More haste - less speed, let's get it right.

Take up the standard,*CBW*, or at least make sure the DETR gets to read the many constructive views presented in your magazine.

PETER GENT
Securon (Amersham) Ltd
Amersham
Bucks

Road pricing is the answer

I WAS pleasantly surprised to read Steven Norris considers bus deregulation has not delivered the benefits he expected (*CBW*, 4 December). It did deliver the reduction in public expenditure on bus services which was the principal objective of the Government of the day. Moreover, it satisfied its ideological objective of reducing the size of the public sector.

At the time deregulation was implemented, it was clear the bus industry was declining. Evening and Sunday bus services had disappeared in many parts of the country with the consequence that people who could hardly afford a car had come to regard a car as a necessity rather than a luxury. Moreover, the motorist, provided he could avoid parking charges, generally found it was cheaper and quicker to use a small car for most of his travels than leave the car in the garage and use public transport.

The fares increases in the conurbations that the Government wanted came about through deregulation, thereby almost eliminating places where public transport was cheaper than the marginal cost of travel in a small car. This accelerated the decline in the public transport share of the increasing travel market and increased traffic congestion and atmospheric pollution by encouraging greater car use.

Construction of new roads and the low marginal cost of car travel has enabled and caused people to live their lives over a wider area which has further helped to accelerate the increase in car use while making public transport provision more difficult. It has also stimulated the development of out-of-town employment and supermarkets and will continue to do so until economic conditions change regardless of the introduction of more arduous planning restrictions.

Better publicity for bus services may encourage the committed public transport user to use mass transport more often but will have no impact on motorists. In the long term, the motorist will only be persuaded to use his car less by increasing the cost of movement by car — increasing parking charges or restricting car access to town centres may work in the short term but will also stimulate out-of-town development which will generate much more car travel in the medium term. Hence, I believe traffic congestion and atmospheric pollution due to transport will increase until a form of road pricing that discourages travel is implemented at a sufficiently high rate to reduce car use.

GUY S SALT
Sanderstead
Surrey

Authorities are cash strapped

MARKSMAN'S arrow has gone well wide of the target with his assertion that "local authorities could find money for almost anything they wanted to do." In most the position is exactly the reverse, and the December announcement of Government grant has left us struggling to identify savings of around 6% for next year.

A shiny new fire engine does not mean we are rolling in money. Remember the difference between capital expenditure (which, on the vehicle side, will be financed from a vehicle and plant replacement fund) and revenue expenditure (the chief fire officer is probably working up plans to close a fire station to meet his budget cuts, which will, of course, reduce the vehicle requirement anyway).

As far as school transport is concerned, remember, too, the difference between the statutory duty to provide transport for entitled pupils to and from school (which comes from the central education budget, and has to be found) and all the other optional school transport, most of which is financed from the schools' own budgets, as determined by the headteacher and governors. If they cannot afford it, they will not book it.

Peter Bibby's letter about a level playing field says it all (except that playing fields are rarely level, which is why players swop ends at half time): local authorities will play by the Government rules and, as long as the rules are full of the current anomalies, you are going to get differing standards of operator, vehicle and prices, and the one that is legal, safe and cheapest will win.

MIKE TAPLIN
Transport services manager
Gloucestershire County Council
Gloucester

Letter of the Week wins a Corgi Classics model bus

CORGI CLASSICS

Volvo B7R/Plaxton Prima

PRIMA FACIE CASE

Fuel for thought: refuelling confirmed the Prima B7R is not

TO SAY it has taken 10 months and a journey half way round the world to test drive Volvo's new 7-litre rear-engined 12-metre coach is no exaggeration. The quest started in March 1997 with a visit to South Africa where the first chassis was unveiled against a golden Southern Hemisphere sunset while tribal dancers gave it their ritual blessing.

Despite this exotic launch and thousands of air miles, the event was no more than a very tasty aperitif. The two examples on display had bodywork intended for other countries, signalling the Swedish manufacturer's play for a greater share of the World market - B7R being a back-to-basics, jack-of-all-trades product with either a rigid or 'splitter' chassis that could be adapted to a wide range of applications, ranging from urban bus to tourist coach, with or without air suspension.

Next came last Autumn's debut by lead UK bodybuilder, Plaxton, which had fitted its 12-metre, 320 body to the 6.3-metre wheelbase rigid chassis, the complete vehicle to be called the Prima B7R. The lacquered, clear-over-base PPG paint finish gave the 53 seater stunning good looks and confirmed the marketing strategy being adopted by Volvo Bus in this country.

Newly-installed managing director, Mike Ball, explained: "The Prima B7R has been developed jointly by Plaxton and Volvo Bus to meet the growing requirement for a keenly-priced, high-quality coach aimed specifically at the private hire and growing travel sector of the market.

"Passengers will welcome the high standard of appointment and hard-pushed operators will welcome the straightforward, no-nonsense approach adopted in the design - the combination offers operators the opportunity to increase their already narrow margins in a fierce and increasingly competitive sector of the market."

There's no need to read between the lines of Mr Ball's statement.

Compared with existing Volvo coach products, B7R is simple, it is cheaper to buy and is designed to be more economical to operate. But could these claims be checked in a test drive?

Not yet. It was late September and the Prima stayed warm and dry in Plaxton's Eastfield showroom ready for its public unveiling as a static exhibit at Coach & Bus 97.

Nevertheless, we could get a feel for the spec and identify any differences between Prima and apparently identical Premiere 320 which is fitted on market-leading mid-engined Volvo B10M, Dennis Javelin and rear-engined DAF Bus SB3000.

BUILD

Like the Premiere, the Prima body frame is of jig-built welded steel with Mebon Coachprime corrosion protection plus wax injection and underseal. It features stretched stainless steel side panels - new for Plaxton's 1998 coach range - and tinted, bonded double-glazed windows.

However, cost savings inside have produced the Prima difference: it has up to 57 reclining seats, all with inertia-reel belts and fixed footrests; the interior soft trim is hard-wearing ribbed cord, and indi-

Interlock prevents driving with door open

Interior soft trim is hard wearing ribbed cord and

only built to a budget but is also a very fuel-efficient coach, returning an average of 14.8mpg

Volvo teamed up with Plaxton to launch a coach for the price-conscious section of the market. Unveiled at Coach & Bus 97 it has now been put through its paces by CBW editor Mike Morgan ahead of a big sales push for 1998

vidual recessed fluorescent lighting units are fitted in the ceiling; the floor is covered in solid rubber for the entrance and gangway, with lino under the seats; and the simpler racks are from the faithful Paramount.

The chassis, too, is developed with cost savings in mind, taking proven components from across the Volvo coach and truck range. Although for the World market there are permutations of engine output, gearbox, rear axle ratios, suspension and chassis lengths, the B7R in the UK is standardised on Volvo's turbocharged and intercooled 7-litre engine, the engine family already established over many years in thousands of FL7 trucks operating throughout Europe and in front-engined B7 buses running in some of the toughest conditions to be found anywhere.

Mounted in line at the rear, the D7B260 develops 260 bhp at 2,200 rpm and 810 lbf ft maximum torque at 1,300 rpm. There is a choice of manual ZF S6-85 six-speed synchromesh or ZF 4HP500 automatic with torque converter and integral retarder. Indeed, the first order is for an automatic which will be delivered later this year to Bevans of Gloucestershire as a replacement for its rear-engined DAF SB.

The manual takes the Telma 191 electric retarder as standard. Volvo Bus has settled on 3.78:1 out of the range of rear axle ratios available.

The prototype Prima B7R has manual gearbox and rigid chassis, reducing underfloor luggage space to 6.3 cubic metres accessed through pannier lockers on either side. Although taking full advantage of the long wheelbase, and adequate for commuter/interurban operation, the luggage space is not as user-friendly as the eight cubic metres calculated to be available with the optional 'splitter' chassis expected from the end of April.

lighting is individual recessed fluorescent units

Solid rubber flooring in the gangway

FIRST IMPRESSIONS

Based on the technical specification alone, this run-of-the mill coach targets a sector of the coach market. The interurban-style body is dressed to attract commuter/private hire business while the chassis is priced and spec'd as a Dennis Javelin challenger and is not intended as a replacement for the long-running B10M.

How serious a challenge is B7R to the Javelin which has been gaining ground in recent years? *CBW* readers deserve to know more about the B7R. Volvo public relations manager Trevor Longcroft recognised that a two-day road test was in order. "The Prima will be at the Nottingham service centre on Thursday and Friday, could you make it down there?"

Before consulting the weatherman I grabbed the exclusive opportunity. Yet the day in question was as dark and as wet as any we'd had so far this Winter. Driving my car across to Nottingham was like being at the wheel of a North Sea trawler - it was wet, windy and miserable. A welcome cup of hot coffee from the workshop vending machine started to bring some life back but, despite the excellent efforts of Peter Langridge and his team, Volvo Nottingham is as grim as a brief encounter with Carnforth Station in mid-January. Consequently I still

had my coat collar turned up as I fired the engine into life, engaged gear and eased the coach out into the gloom and headed for the M1.

Everything was cold, including my feet, and especially the gearbox oil.

While grateful for a rod gear-linkage and a very tractable engine able to pull from low revs with barely a murmur, I still wrestled with the gearlever for the first three or four miles. Then, just as the promised slick change slowly appeared, I soon realised that the ZFS6-85 box design should make life easy. Each odd-to-even numbered gear change is a slight dog-leg. First to second is over towards where fourth should be and in the same way third to fourth isn't straight either - neither is fifth to sixth. Consequently second to third and fourth to fifth are relatively quick and direct.

Meanwhile, with a little help from Mr Longcroft in the co-pilot seat, the heating had been mastered. It is a very effective system - car-type rotary switches for the cab and touch-buttons to regulate the thermostat-controlled full-length ducted system. By the time I was heading down the M1 slip road at Kegworth, and confirmed that the speed limiter was set at 100 km/h, the Prima interior had become warm and friendly with only the mesmeric action of the wiper blades as a reminder of the relentless rain.

Lunch at Tamworth - a quick sandwich while the diesel tank was filled - was followed by a non-stop run down to Newport Pagnell. Traffic on the M6/M1 was as heavy as the rain while I coaxed the Prima through the downpour, keeping a safe distance from the many trucks which persistently filled the gap I'd left in front.

Plaxton's wiper arrangement provided a generous sweep of the one-piece screen, clearing the forward-mounted nearside mirror perfectly, though the mirror itself didn't give a confidence-inspiring view as I craned my neck forward to get a wider angle before risking any lane changes. Meanwhile, on the offside, a river of water blown horizontally across the top window made the larger of two mirrors ineffective. Both window and mirror were heated but I was forced to use the second smaller mirror which is a godsend in these conditions.

Throughout this run the engine had been running at the top end of the green band, a steady 1,900 rpm, as I maintained maximum speed for as long as possible, arriving on schedule but fearing the effect on consumption. Could it achieve double figures in these conditions? Yes, a respectable 12 mpg.

PASSENGER IMPRESSIONS

While on the M6/M1 noise measurements were recorded and ride quality noted.

My earlier experiences of B7R suggested that engine and transmission would be clearly distinguishable at the rear where the seats rose over the engine and I expected the front end to move around in the wind. Both were much better than I had imagined. At motorway speeds the coach was very stable, relaxed and, on the decibel meter, quiet.

Lacquered, clear-over-base PPG paint finish give the 53 seater Prima stunning good looks. Body

However, road noise could be heard in the cab area and engine noise was too conspicuous for passenger comfort on long-distance tours.

As we headed towards Bedford and the A1 northbound, frequent gear changes and stop-start driving added discord to the sound stakes. Yet there were some very positive attributes to be noted. The suspension set up on this first production chassis was firm, producing very stable cornering characteristics, and responsive steering enabled town and cross-country roads to be approached with confidence.

On the negative side, harsh surfaces were amplified through the suspension and the longer than average 6.3-metre wheelbase resulted in familiar corners in Bedford town centre being clipped by the rear tyre unless a wider line was taken.

By the time we turned off the A1 the ride had become tiresome so it was with some relief that I headed for slower country lanes and, light willing, a photo stop.

It was 1515hrs and the rain so heavy that the ducks of Barrowden were happy wherever they went. I left vowing to try a different location the next day.

All that remained for day one was to tackle Rockingham Hill and recheck the fuel - both provided welcome surprises. The B7R romped up the one-in-six-hill after a quick down-change to fourth on the tight left-hand bend at the halfway point. The amount of acceleration then unleashed embarrassed the driver of a Ford Escort, who had to abandon thoughts of overtaking.

On approach to our overnight stop at Toft House near Bourne we reflected on the day's performance. Overall average speed had dropped from 60 mph on the first leg to 40 mph on the second and fuel economy had improved accordingly to 14.5 mpg. Throughout the day the drum braking was progressive and reassuring with the added bonus of the Telma retarder to take the edge off speed and control downhill progress.

Volvo's familiar driver controls are common to the whole range and needed no introduction but, in time-honoured tradition, Plaxton recesses the cab floor and in the process provides a raised edge where the left foot rests, making the exhaust brake pedal virtually unusable. Despite this, and reservations about the suspension and interior noise, the Prima B7R was performing well.

DRIVER IMPRESSIONS

As Friday dawned the virtue of a two-day test quickly became apparent. The rain had given way to clear blue skies and I had female company for the remainder of the 500-mile circuit.

Mr Longcroft had been called to a top level briefing so his place was taken by his assistant, Geraldine Sear, who had joined us the previous evening.

Jointly developed by Plaxton and Volvo Bus

Road noise could be heard in the cab area

Driver's blind blocked out main offside mirror

features stretched stainless steel side panels

With the sharp eye of a seasoned heavy-vehicle driver (Mrs Sear is a dab-hand at helping journalists on truck tests) she soon spotted the difficulties in using the mirrors, which were now even more awkward following the effect of overnight frost and heavy condensation.

As I pulled out between the hotel's unyielding stone gateposts into the narrow lane the situation was even worse because the heated mirror and window had refused to work and I could not see clearly through the double-glazed pivot-style passenger door. An interlock prevented driving with this door open so there was no option but to stop and get the chamois out... again.

However, we were soon on the move and heading north towards Harrogate, the A59 and the fabulous scenery across Blubberhouses Moor where I could not resist the temptation to stop for photographs. The sun was so bright that it melted the memory of the inhospitable weather on the first day. It also tested the effectiveness of the pull-cord blinds. Unfortunately the left blind obscured the nearside mirror if pulled down by more than a modest amount and the driver's side window blind was too high to reach without standing and, when in use, blocked out the main offside mirror.

Again the willing 7-litre engine impressed as we powered up the hills and accelerated without effort. Road noise was even more conspicuous on the A1's concrete sections and, for the first time, we encountered the pronounced effects of tram lines in the tarmac caused by heavy lorries. This, together with the firm ride had already convinced me that the suspension setting needs to be softer — and that was before we rode into Gisburn and the most aggressive speed traffic-calming measure yet to be found on an A-class road. They were so bad that they caused the whole coach to shake.

PERFORMANCE

Four and a half hours after leaving Toft it was time for a break and a convenient meeting with Volvo coach sales manager, Don Johnston, at Rivington service station on the M61 where refuelling confirmed the Prima B7R as a very fuel-efficient coach. We had covered 209.4 miles since the last filling station stop and I could only squeeze in 13 gallons. That was an exceptional 16.1 mpg, producing an overall test average of 14.8 mpg with a coach that had 5,534 km on the tacho at the start.

Throughout the test the coach performed like clockwork, keeping to schedule with the minimum of effort. It may have a 7-litre engine running at relatively high revs in top gear at 100 km/h, but it has 260 bhp on tap and a torque curve which reduces the need for frequent gearchanges. Its ability to shine, aided by an unladen weight around half a tonne lower than an equivalent B10M, is demonstrated by acceleration figures which are particularly impressive between 30mph and 50mph in top gear.

VERDICT

As we headed south to beat the Friday teatime traffic I reflected on Mr Johnston's responses as he ably covered my sales and marketing queries. Prima B7R is cheaper than B10M, being an addition to the range expected to result in incremental sales. It will be sold through Yeates and Kirkby to a relatively standard spec. It is available with rigid chassis or a 'splitter', requiring semi-integral build. Maximum seating is 55 plus courier with manual gearbox and Telma, but the auto option allows 57 seats. The test coach retails at £129,000, shaving a significant amount off a Premiere 320/B10M.

This package is backed by Volvo and Plaxton warranty and product support and is certain to attract buyers but, as the test drew to a close the Chapman driver's seat was transmitting regular reminders of that firm ride. On encountering the narrow disciplined traffic lanes of Nottingham's ring road extra care was needed on account of the 6.3-metre wheelbase and doubtless any passengers on the back seats would have long since become weary of the mechanical noise.

Otherwise this is a good product and, on the basis of this test, the Prima B7R looks set to meet claims it is cheaper to buy and more economical to operate, giving coach operators a welcome opportunity to improve those already narrow margins.

SPECIFICATION

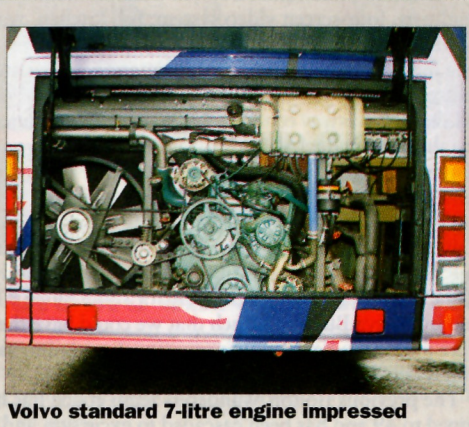
CHASSIS:	Volvo B7R
BODY:	Plaxton Prima - 53 seats
PRICE:	£129,000
ENGINE:	Volvo D7B260 six-cylinder turbo/intercooled
POWER:	260 bhp (191 kW) @ 2,200 rpm
TORQUE:	810 lb/ft (1,100 Nm) @ 1,300 rpm
CAPACITY:	7 litre
GEARBOX:	ZF S6-85 six-speed synchro mesh
CLUTCH:	pull-type single dry disc (KFD 116B)
STEERING:	power-assisted, 500 mm steering wheel adjustable for height and rake
BRAKES:	dual-circuit air system together with exhaust brake
	S-cam drums front and rear
	handbrake - spring-release type
SUSPENSION:	air suspension with sta bilisers and shock absorbers front and rear
FRONT AXLE:	rigid stub
REAR AXLE:	single reduction
	ratio - 3.78:1
TYRES:	295/80R22.5

DIMENSIONS	
Length:	12 metres
Width:	2.5 metres
Height:	3.2 metres
Wheelbase:	6.3 metres
Unladen weight:	10,600 kg
GVW:	17,000 kg

PERFORMANCE	
Test consumption:	*CBW* overall economy - 14.8 mpg
	Trunk road section - 14.5 mpg
	Motorway section - 12 mpg
	Cross-country section - 16.1 mpg
Acceleration:	0-30 mph - 11 secs
	0-50 mph - 25 secs
Noise at 62.5mph:	front - 73 dB(A)
	middle - 71 dB(A)
	rear - 72 dB(A)

Raised edge affects exhaust brake pedal

Underfloor luggage space is 6.3 cubic metres



Volvo standard 7-litre engine impressed

Western replaces AA Buses' vehicles

ALEXANDER

STAGECOACH subsidiary Western Buses has put a dozen Alexander ALX200s into its AA Buses fleet.

The Irvine operation has chosen Dart SLF-based buses for its order, which will replace all buses on Irvine routes in the town network, deliberately targeting the market for young mums and the elderly with lowfloor technology. The livery, however, remains caught in a time warp.

"When we purchased AA Buses in 1997, we knew that we would have to replace most of the fleet," said Neil Renilson, chairman of Stagecoach Scotland. "AA has strong support locally, its cream and green buses having served the area for 70 years, so we decided to retain the AA Buses brand name.

"We have now invested as much in new vehicles for AA Buses as we initially paid to buy the business."

Stagecoach has identified uniformity as an important strand of generating increased passenger journeys on its bus services, hence the decision to standardise entire groups of town-centre routes on a single vehicle type.

"We want everyone travelling by AA Buses in Irvine to know that the vehicle they will be travelling on will be accessible," said Mr Renilson.

ALX200 is one of a family of ALX buses, the latest of which, ALX400, is a lowfloor double-deck still in design.

Football team coach is a stunner inside and out

ARRIVA BUS AND COACH

EAVESWAY'S Van Hool T9 Alizee boasts more than just a stunning livery (*CBW*, 8 January).

The Bolton Wanderers team coach which went into the fleet this year has an interior specification based on decades of experience running football coaches, but which is finding a growing market with Eavesway's corporate clients.

The tabled vehicle has 32 Royal Comfort seats with leather inlay headrests, four-screen video system, full kitchen, washroom, two convertible beds for injured players, and CD player. The driver's area includes a TrafficMaster information screen and full climate control.

Like all Eavesway coaches, the T9 is an air conditioned DAF, this one the latest model SB3000WS chassis with a five-speed ZF Ecomat automatic gearbox and foot-controlled integral retarder. The vehicle has DAF's 11.60-litre 330bhp engine.

"When Bolton asked us to consider putting a new coach on the contract, we had no doubt about the combination that we wanted," said Eavesway director Mikes Eaves, whose family has bought DAF/Van Hool almost exclusively for some time. "Then we were told by Arriva Bus and Coach that we could have the new T9, and were pleased to have the opportunity. I'm glad to say the football club is delighted with the finished product."

The previous Bolton Wanderers team coach has had its seating upped to 49 and has been cascaded to excursion and tour work.

with ALX200s

DCT first to get new livery

PLAXTON

DERBY CITY TRANSPORT is among the first Arriva operators to get the re-branded Cowie company's corporate livery.

Two Plaxton Pointer Dart SLFs arrived before Christmas to service DCT's council-inspired park-and-ride service from Pride Park Stadium. The car parks hold 1,100 cars and are supervised, with a £1.25 fare per car for all passengers aboard.

"Traffic congestion is a serious problem in Derby," said DCT md Mark Bowd. "We hope this initiative will play a part in convincing motorists there are better ways of getting into the city centre than driving in and struggling to find a parking space."

Arriva's turquoise and stone paint scheme will eventually be extended to the entire DCT fleet.

IN BRIEF

CCT opts for Wrights in revamp

CHESTER CITY TRANSPORT has opted for Scania L113-based Wrights Axcess-ultralow buses for its park-and-ride revamp. Six replace double-decks on the two contracts it runs and, coincidentally, two of the same buses have been put on park-and-ride by Crosville.

Berkhofs for Greys' tour work

GREYS of Ely, in Cambridgeshire, has taken two, matched Berkhof Excellence 1000s on Dennis Javelin chassis to service its tour and excursion work. The 53 seaters were bought at AVE Berkhof.

Armchair orders six Palatine IIs

THE FIRST FOUR of an order for six Palatine II double-decks from Plaxton for Armchair Passenger Transport of London have started work on its Ealing Broadway-Kingston route. The Volvo Olympian-based vehicles are its first new double-decks in seven years.

Volante md John Park with Prime Minister Tony Blair

PM opens panelling firm

PRIME Minister Tony Blair recently visited Volante PTIS Ltd in his local constituency to unveil a plaque marking the company's official opening. Volante specialises in the fabrication and supply of interior panelling systems for public transport interiors, particularly buses and trains.

Based in Trimdon Grange, near Sedgefield, The company currently employs 20 people and plans to increase the workforce to 50 over the next four years.

Volante's products are made from decorative laminate, to customer requirements and supplied in ready-to-assemble kit form for fast track installation. They include ceiling panels, side walls, end walls, partition and toilet cubicles.

The company provides a design and full advisory service which works with the customer to develop and deliver solutions on transport interiors. One major bus industry order has already been completed with Duple Metsec.

■ *Details from Volante on 01429 882210.*

Pre-hearing review is the answer - lawyer

How to avoid costly dismissal claims

EMPLOYMENT lawyers and personnel managers in our industry have become increasingly aware of the likelihood of disgruntled employees making use of the tribunal system, says David Kew, partner at Manchester law firm Horwich Farrelly.

It affords them a no-cost opportunity to air their grievances with the prospect of recovering substantial compensation. From the employer's viewpoint, it seems hardly a day goes by without some new development in employment law or a record award being made by the industrial tribunals.

While no-one would wish to deny genuine complainants a fair hearing, there are worrying signs of a trend towards speculative claims, says Mr Kew.

Such claimants are fully aware that the cost of defending their claims can be so prohibitive that all but the most determined employers will opt for a commercial settlement rather than bear the costs and risk the outcome.

In response to this, tribunals are now increasingly prepared to examine the merits of a claim at an early stage by way of a pre-hearing review.

The proper use of this facility can prove extremely effective in discouraging frivolous claims. The tribunal has the power to make a 'costs warning' which acts as a distinct disincentive to the opportunistic complainant.

The claimant is made aware that, if the claim ultimately fails, he will have to pay part of his former employers' costs. Although the amount is usually limited to £100 to £150, this is a significant sum in the context of conduct dismissals. There are several steps which employers can take to help persuade the tribunal to make such an order:

1) Ensure disciplinary procedure is fair and meets with current legal requirements.
2) Investigate the case as thoroughly as possible before taking disciplinary action.
3) Allow employees the opportunity to state their case.
4) Consider whether dismissal is really appropriate and, if so, whether it should be summary or following a period of notice.
5) Give the employee the opportunity to appeal.
6) Keep detailed and accurate minutes of all disciplinary encounters.

If an employer meets these criteria he increases the prospect of his actions being seen by a tribunal as constituting a fair dismissal.

■ *Details from David Kew on 0161 834 3585.*

Scheme aims to help exporters

DETAILS of a new scheme of support for UK firms participating in exhibitions and seminars abroad have been announced by Minister for Trade, Lord Clinton-Davis in a speech to the Trade fairs Sponsors' Forum.

The Support for Exhibitions and Seminars Abroad Scheme (SESA) will provide more flexible and responsive assistance to exporters.

SESA's key priorities will be:

- Assisting new exporters to become established in markets abroad
- Helping experienced exporters enter new markets
- Generating new exports by encouraging firms to take part in trade fairs and seminars when they would not otherwise have done so.

Lord Clinton-Davis said: "A major priority for my department will be improving export performance."

■ *Details on 0171 215 5000.*

Keeping fleet clean at new depot

THE YORKSHIRE Bus Group has opened a new depot at Selby to house its 24-strong Selby & District fleet. And to keep its buses clean the depot incorporates a Smith Bros & Webb drive-through bus wash.

Selby & District operates a mixed fleet which ranges from minibuses to double-deckers, and the two-brush Britannia Supreme is designed to provide cost-effective cleaning whatever the vehicle size.

With an eye to conserving resources - and minimising costs - the Selby installation features water recycling.

The Yorkshire Bus Group is part of what was British Bus - and is now Arriva - and is one of a number of British Bus companies to have installed SBW bus washes last year, spread from Luton in the south to Renfrew in the north.

The Selby bus wash is one of two being supplied to the Yorkshire Bus Group. The second is being installed at the company's Castleford depot shortly.

The Britannia Supreme features two rotating vertical brushes designed to provide thorough cleaning as the bus is driven through, says the maker. It allows for a high throughput in a short timespan, ideal for bus fleets where large numbers of vehicles are often arriving around the same time.

■ *Details on 01789 400096.*

Supreme clean: Selby & District decker gets once over

Hi-tech link-up provides a 'first'

SIEMENS Traffic Controls and Meggitt Electronic Systems have combined their expertise to promote a new generation vehicle management, priority and real-time passenger information initiative based on tagging technology.

TAG-it is said to be the first fully-integrated system for managing passenger vehicle movements, fuel and electronic ticketing, and passenger information.

The project harnesses Siemens' proven vehicle tagging systems and traffic control technology which provides priority at traffic lights for public transport.

The inter-company agreement is now being used to produce TAG-it as a multi-faceted traffic management package by linking with MES's TRISCAN fuel management systems and WAYFARER bus ticketing systems.

■ *Details on 01202 777111.*

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Tested March '98. 49 seat executive.
£16,500 ono + VAT.
Tel: 0151 933 6944
73150/USM

1981 AEC PLAXTON
53 seater Paramount front, taxed, MoT Nov 1998
£4,000 ono plus VAT
01620 822620
73094/CM

1987 LEYLAND DOYEN
49 reclinders, tinted windows, centred toilet, radio/PA/ wired for video. Tested until March 1998. Replacement Leyland 260 Tiger engine fitted 1997.
£19,850 + VAT or Offers

1989 IVECO 49.10 Daily
25 seat minibus, tested October 1998, PSV spec including seatbelts fitted.
Offers Required

1988 FREIGHT ROVER SHERPA
16 seat minibus, PSV tested December '98, seatbelts fitted, painted white, ***offers required***

G. ABBOTT & SONS
Tel: 01677 422579
73039/VSM

DEADLINE FOR THIS SECTION IS 12.00am TUESDAY

MACHIN'S COACHES

DUE TO THE CLOSURE OF THE BUSINESS HAVE THE FOLLOWING WELL MAINTAINED COACHES FOR SALE.

THE FOLLOWING VEHICLES WILL BE AVAILABLE FOR SALE FROM 20/12/97.

1991 VOLVO B10M/PLAXTON 3500 Mk 3
51/53 recliners, seat belts, double glazed, rear sunken de-mountable toilet, Webasto, continental door, hot and cold drinks, Telma, centre gangway carpet.
£75,000 plus VAT

1988 VOLVO B10M/VAN HOOL
49/53 recliners, seat belts, double glazed, centre sunken de-mountable toilet, Webasto, continental door, hot drinks, Telma, fridge, blinds, air conditioning, video and 2 x monitors, centre gangway carpet.
£60,000 plus VAT

1987 VOLVO B10M/VAN HOOL
49 recliners, seat belts, double glazed, Webasto, centre sunken toilet, continental door, hot drinks, Telma, fridge, blinds, video and x 2 monitors, centre gangway carpet.
£55,000 plus VAT

1988 DENNIS JAVELIN/PLAXTON 3200 Mk 3
49 recliners, seat belts, double glazed, curtains, rear saloon toilet, hot and cold drinks.
£45,000 plus VAT

1986 DAF SB2300/PLAXTON 3200 Mk 2
53 "E type" reclined seats, seat belts, curtains. **£32,000 plus VAT**

1987 BEDFORD YNT/PLAXTON 3200 Mk 3
53 seats, seat belts.
£25,000 plus VAT

1987 BEDFORD YNT/PLAXTON 3200 Mk 2
53 seats, seat belts.
£22,000 plus VAT

1985 BEDFORD YNT/PLAXTON 3200 MK 2
53 seats, seat belts.
£18,000 plus VAT

1984 BEDFORD YNT/PLAXTON 3200 Mk 1
53 seats, seat belts.
£15,000 plus VAT

1981 BEDFORD YNT/SUPREME (Express) Mk 4
53 seats, seat belts.
£10,000 plus VAT

1980 BEDFORD YMT/SUPREME Mk 4
53 seats, seat belts, Cummins engine. **£4,500 plus VAT**

1980 BEDFORD YMT/SUPREME (Express) Mk 4
53 seats. **£4,000 plus VAT**

1979 BEDFORD YMT/SUPREME Mk 4
53 seats, seat belts, Cummins engine. **£3,500 plus VAT**

1979 BEDFORD YMT/SUPREME Mk 4
53 seats. **£3,000 plus VAT**

1982 ERF RECOVERY TRUCK (Rolls 265)
Custom articulated vehicle with a rigid draw-bar (truck to coach axle).
£2,500 plus VAT

All of the above will be sold with MoTs.

Most of the coaches have been re-trimmed and all are in good condition and regular daily use!

Please contact:
PHILIP DAVIS
(01530) 412041

74250/CM

Express Travel (Holdings) Ltd
July 1992
VOLVO B10M Plaxton Premiere

★ 46 seats, toilet, servery, overhead lockers
★ ZF fully automatic gearbox, integral retarder, ABS, 3-piece windscreen, digital destination

OPEN TO OFFERS
Ring Ian Hann on
0151 281 2811

73219/CM

We have for sale
1984 Van Hool Super High Volvo B10M
49 retrimmed seats, centre sunken toilet, Jason coffee boiler system, TV and video, 10 months test, very good condition
Price £38,500 ono + VAT
If anybody would like to take our vehicle in part exchange we are looking for 88/89/90 B10M any body considered
Contact No
0191 3840659/0191 3842873
Mobile: 0802 676128
Ask for Danny

73196/CM

1987 MERCEDES 60D

22 seats, 12 on Unwin tracking, fitted with cassette, lift for wheelchair access, good condition, sold with full PSV test

£10,000

Tel: 01924 840783

73135/CM

1987 QUEST CUMMINS ENGINE

Jonckheere body, 37 reclining seats + courier seat, video/TV, MoT until June '98, FSH

£15,750 + VAT ono

Tel: 0181 8611829

73141/CM

Leyland Tiger 245, C reg Duple Laser II Coach, 53 reclining seats, with seatbelts, 9 months MoT, radio/PA, powerdoor
£18,000 ono + VAT

B58 Volvo Dominant II, 57 seats, seatbelts, 6 months MoT
£10,000 ono + VAT

Tel: 01642 210006
or after hours
01642 552636

73134/CM

FOR SALE

1985 Bedford YNV, 53 seater, Duple Laser II bodywork, Elite seatbelts, MoT March '98, radio cassette, PA, curtains **£15,000 ono**

1980 Leyland Leopard, re-bodied '91, Willowbrook Warrior II service bus, Diptac spec, 48 seater, 22 standees, MoT Jan '98 **£15,000 ono**

1992 Iveco Lorraine, 26 seater, COIF to 30 with seats, beautiful proper little coach, Elite seatbelts, radio cassette, PA, trims and curtains - MoT April '98 **£35,000 ono**

Give Rod a ring on 01285 653985
ALEX CARS OF CIRENCESTER
All reasonable offers considered

73131/CM

VOLVO B10M ALGARVE. C reg, 49 seats, toilet. New engine **£30,000.**

VOLVO B10M PARAMOUNT 3500. 1984, 49 seats, toilet. New engine last 6 months. Repanelled bottom half **£30,000.**

NEOPLAN SKYLINER. 1988, Gardner automatic, 75-seater, toilet **£45,000.**

LEYLAND LEOPARD. 1981, 49 seats, Grant doors, MoT August **£2,500.**

ALL PLUS VAT

Part Exchange Midi or Mini *considered*

Tel: 0131 440 4400 (office)
or 0131 666 0857 (home)

73104/CM

1980 V REG
LEYLAND LEOPARD 11M PLAXTON

SEMI AUTO, 49 SEATS, EXPRESS DOORS, DESTINATION GEAR, RADIO/CASSETTE
Good clean contract coach, good engine and mechanics.
All brakes relined
MoT till August '98

£3,500 + VAT

End of contract makes this coach surplus to requirements

Tel: 0191 586 57 87

73244/CM

1984
LEYLAND TIGER VAN HOOL

53 seater, in immaculate original condition, fitted with every extra, new MoT

£34,000 ono

1987
BEDFORD PLAXTON YNV

53 seater, genuine original vehicle

£25,000 ono

Telephone:
01904 744231

73035/CM

1994 BOVA FUTURA, 53 seater with centre fixed sunken toilet, water boiler, reclining seats, video, extra large fuel tank, courier seat, radio P/A, double glazed, drivers bunk, seatbelts
£105,000 plus VAT

1985 DAF DHTO PLAXTON 3500, 49 seater, rear sunken toilet, hot water boiler, aircraft locker, video, radio PA, drivers bunk, courier seat, seatbelts
£30,000 plus VAT

1986 JONCKHEERE DOUBLE DECKER, 71 seater coach, video, hot water boiler, just been retrimmed, toilet, fridge, driver bunk, seatbelts
£38,000 plus VAT

LEYLAND NATIONAL, 48 seats, 11 metres, long MoT, good runner
£3,000 plus VAT

2x25 SEATER OPTARE CITY PACERS, one manual with coach seats, one automatic service bus, electric door £3,000 each or two for **£5,500**

1982 DUPLE DOMINANT, Y reg, 53 seater, Ford coach, very good condition, radio P/A, seatbelts
£3,500 plus VAT

1979 BEDFORD 500 YMT DUPLE, 53 seater coach, radio P/A, recon engine, gearbox, seat belts, in very good condition **£3,000 plus VAT**

1978 PLAXTON BEDFORD 500, YMT Supreme, 53 seater, radio P/A, recon engine and gearbox **£2,000 plus VAT**

SNOW CHAINS from £150 plus VAT

Tel: 01354 692504

73122/CM

Moores Coaches
N. Ireland

1990 Volvo B10M Plaxton Paramount 3500, 51 reclining seats, courier seat, toilet, TV/video, continental door, aircraft lockers, Webasto, radio and PA system, white seat belts, exceptional **£64,500**

1990 Volvo B10M Jonckheere, 51 seats, courier seat, toilet, TV + video, Webasto, radio PA system, drivers bunk, seatbelts, absolutely mint..... **£67,500**

1989 Volvo B10M Jonckheere, 51 seats, courier seat, toilet, TV + video, Webasto, radio PA system, drivers bunk, seatbelts, immaculate..... **£62,500**

1983 Bova, new recon engine, 51 seats, courier, recently retrimmed..... **£12,500 + VAT**
Buses in this condition don't be sold at this price

1982 Bova, 51 seats, courier, recently retrimmed..... **£8,950 + VAT**

1984 Leyland Tiger Duple Laser, Recondition engine, nice trim, very reliable vehicle, in daily use..... **£12,500 + VAT**

Luxury 1994 Mercedes 711, 24 seat coach, mint..... **£24,750 + VAT**

1991 Mercedes 609, 20 coach seats, retrimmed Dec 1997..... **£13,750 + VAT**

1987 Mercedes 811, 23 seat minibus, curtains, tidy and reliable vehicle..... **£8,750 + VAT**

Luxury 1987 Mercedes 609, 24 seats, retrimmed Oct 1997..... **£9,750 + VAT**

1980 Daf MB 200, tidy and reliable..... **£4,250 + VAT**

Please Phone: 01232 365020

73211/CM

1988 VOLVO B10M JONCKHEERE JUBILEE P50

57 reclining seats, 1 years MoT

Contact Steve, Cedric Coaches
01206 824363

£39,000 + VAT

73088/CM

1986 C
MERCEDES 307D

12-seat minicoach

Whittaker conversion. One owner from new. Red exterior, blue centre pattern moquette interior with blue/grey soft trim and twin luggage racks, unglazed rear doors. MoT 5/98. In quite exceptional condition throughout, ONE ONLY.

£2,995

Telephone
Houston Ramm on Rochdale
(01706) 750570
anytime

73070/CM

DEADLINE FOR THIS SECTION IS 12.00am TUESDAY

1985 NEOPLAN DAF JETLINER

49 recliners + courier + toilet + drinks machine, very good condition **£25,500 + VAT**

1989 MCW METRORIDER COACH

28 + courier, carpet and curtains, low mileage, only two owners from new **£22,500 + VAT**

Tel: 01246 476366
0589 153704 Mobile

73190/CM

1992 Mercedes 814 Turbo 24-seater. New conversion, recon engine still under warranty. New 3-point seatbelts, 6 months tax, 8 months tax.
Bargain at £23,500 ono + VAT

1987 Volvo B10M Plaxton 3200 53 reclining Vogel seats, retractable seatbelts, new clutch, battery and compressor. New stretch panels sprayed in two pack light. 12 months MoT, 8 months tax. This vehicle is outstanding **£49,950 ono + VAT**

Would consider part exchange for B58 Viewmaster.

Tel: 01977 604117

73107/CM

EXPRESS TRAVEL (Holdings) LTD

July 1993
VOLVO B10M
PLAXTON PREMIERE

46 seats, toilet, servery, overhead lockers. ZF S685 Manual Gearbox. ABS, 3-piece windscreen, destination. CHOICE OF 3

OPEN TO OFFERS

Ring Ian Hann on 0151 281 2811

73218/CM

EBDONS COACHES LTD

FOR SALE:
All in excellent condition

1 x Neoplan Skyliner 1990 - 79 seats (owned from new)
1 x Neoplan Cityrider 1994 - 50 seats (owned from new)
1 x Scania Century 1995 - 48 seats (owned from new)
Mercedes 0303's, high deck, (choice of 3)
Mercedes 0303's, low deck (air con), (choice of 2)
1 x Leyland Cub 1993 - 32 seats
1 x Renault Dodge 1989 - 45 seats

Prices on application

Tel: 0181 300 7606
0181 302 2908

73021/CM

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15 BERTH ROCK 'n' ROLL SLEEPER

VOLVO B10MT, VAN HOOL ASTRAL

15 berth, 3 lounges, frontline tour bus, 1989 'G', 12 months MoT, easy shift box

£79,500 + vat

Tel: Wharfedale Team
0113 2507385

73243/CM

1983 (PP) LEYLAND TIGER TL11 PLAXTON PARAMOUNT 3500, manual ZF, 49 seats, sunken toilet, recent engine rebuild & 12 months old gearbox, tested end Aug '98 . . . . . **£15,500 ono**

1982 (X) LEYLAND TIGER TL11 DUPLE DOMINANT II SEMI AUTO, 53 seats, recently retrimmed, tested Oct '98 . . . . . **£5,500 ono**

1983 LEYLAND TIGER TL11 PLAXTON PARAMOUNT 3200 SEMI AUTO, 53 fixed seats, express doors, 12 months MoT, tidy, new back and front . . . . . **£15,500 ono**

All vehicles in good condition, lots of money spent on them, all available for inspection

Contact John Jones
01704 875858

73241/CM

1988 Scania 122 Van Hool, 51 seats, full exec, demountable, video, P.P., new MoT.....**£57,500**

1988 Scania 112 Van Hool, 51 seats, full exec, demountable, video, P.P., new style front, new MoT **£58,500**

1985 Scania 112 Jonckheere P50, 53 recliners, P.P. **£26,500**

1987 Scania 112 Plaxton Paramount, 3,200 low driver, 53 reclining seats, curtains, PP **£36,500**

Phone:
01626 332047

73238/CM

Best Way Travel

Due to new vehicle arriving soon, we have the following vehicles for sale

1983 (PP) JONCKHEERE JUBILEE P50, 48 seats, recently retrimmed, in Holdsworth cloth, rear sunken toilet, TV, video wiring, coffee machine, fridge, courier seat, servery, rear will come out to make 49 seats, drivers bunk, vinyl lettering, nice coach, DAF MB230 running gear, 11.6 litre engine, used regularly on tour work . . . . . **£26,500 ono**

1982 FORD DUPLE DOMINANT IV, 53 seater, good engine, runs well, ideal for schools and local private hire, double glazed, tinted windows, curtains, carpet, armrest . . . **£6,000 ono**

BOTH VEHICLES TESTED TILL OCTOBER 1998, SUBJECT TO VAT

Tel: 01287 635573

73245/CM

Due to fleet replacement the following vehicles are being offered for sale

1987 Volvo B10M Van Hool Alizee - 49 retrimmed recliners, centre toilet, video, drinks, long MoT, webasto, d/glazing **£54,000**

1987 Daf SB 2300 Jonckheere P50 - 51 recliners, centre toilet, video, drinks, long MoT **£38,000**

1989 Daf SB 3000 Caetano Algarve I - 49 recliners, centre toilet, video, drinks, long MoT, d/glazing **£53,000**

1989 Volvo B10M Van Hool Alizee 'SH' - 51 recliners, centre demountable toilet, video, drinks, MoT 27/8/98, road tax 31/7/98. Reg. No SV 2923.

1988 Volvo B10M Van Hool Alizee 'H' - 52 recliners, rear floor mounted toilet, video, drinks, MoT 14/12/98, road tax 31/7/98. Reg No. STL 743

Please contact: 01555 840 249

73304/CM

Tony Harvey Coach Sales

1990 BOVA. Full executive coaches, one with 34 seats and air conditioning, one with 38 seats and no air conditioning

1989 BOVA. 49 recliners, toilet, TV, video and drinks machine. Choice of two

1988 DAF SB3000 PLAXTON 4000. 74 recliners, TV and video, seat belts and drinks machine. Choice of two

1988 DAF VAN-HOOL SB2300. 51 seats, fitted with seat belts & re-moquetted, centre toilet & continental door, hot water boiler & fridge, video, radio & PA, MoT until February, 1999.

1988 DAF SB3000 VAN HOOL. 51 recliners, toilet, TV and video, drinks machine. Choice of two

1987 VOLVO B10M DUPLE 340. 49 recliners, rear sunken toilet, re-trimmed, fridge and drinks machine. One only

1986 VOLVO B10MT PLAXTON 4000. 67 recliners, 5 TV monitors, video, drinks machine, fridge, re-trimmed and re-painted white. One only

1986 NEOPLAN SKYLINER. Re-engined with Volvo B12 auto, 76 recliners, re-trimmed in Grafitti. One only

1988 VOLVO B9M PLAXTON PARAMOUNT 3200. 38 recliners, rear floor mounted toilet, blinds to side windows.

1988 DAF SB30000 PLAXTON 4000. 72 seats, toilet, boiler, fridge, Telma retarder, completely repanelled, 1995 re-conditioned gearbox.

1977 LEYLAND NATIONAL. Refurbishment in 1996 by Volvo main agent, included Volvo repower, re-conditioned gearbox, new Vogel bus seats, new interior floor covering etc, etc.

1996 RENAULT MASTER MINI BUS. Chair lift, 12-14 seats, new condition. One only.

1994 TOYOTA OPTIMO 3. 21 seats plus courier, reconditioned engine.

1986 MERCEDES 608D REEVE BURGESS, 20 bus seats, 6 standees, interior brown/orange stripe moquette, destination gear.

ALL PRICED TO SELL

Contact: Tony Harvey
Tel: 01455 828288
Fax: 01455 828289

73072/CM

MERCEDES 33 SEATER 814D 1995 AUTOBUS CLASSIC

White, Graffiti trim, POD, wired TV/video, boot, stereo + P/A, luggage rack, blowers and reading lights.

£47,500 + VAT

Tel: 01282 779898

73240/CM

ABACAB MINI COACHES

1988 Mercedes 811 Turbo

19-seater (15 reclining, 4 fixed) + courier seat. All with belts.

TV/video, radio/cass, PA, drinks machine, large dropwell boot, reading lights + forced air.

£15,750 + VAT ovno

Tel: Chris

01248 680670

73252/CM

The Following Vehicles are for sale due to loss of contracts:

1x 1989
VOLVO VAN HOOL
Low driver, double glazed, 53 recliners, TV, drinks machine, seat belts, MoT February 1999
£65,000 for quick sale

1x 1989
VOLVO VAN HOOL
Low driver, double glazed, 57 recliners, seats belts, blinds, gangway carpet, MoT August 1998
£66,000 for quick sale, scarce vehicle

1x 1995
MERCEDES 814D PLAXTON BEAVER
33 seater, seat belts, MoT January 1999
£45,000 for quick sale

1x 1996
MERCEDES 412D SPRINTER
16 seater, 3 point seat belts, MoT August 1998
£24,500 for quick sale

ALL VEHICLES ARE BLUE/WHITE

PHONE (01475) 783399, 744233
FAX (01475) 888446 (Scotland)

73251/CM

Cardiff Bus

Two MCW Metroriders for sale

Long wheel base, 31 seats, Cummins B6 engine. Allison automatic gearbox
Both with current MoT

Contact
David Whalley
01222 287788
or
01222 787745

73242/CM

Telephone: 01744 733134
Mobile: 0370 547085
Fax: 01744 756326

73220/CM

MINIBUSES

MERC 709D, North West conversion,24 semi high seats, manual gearbox, power door, 1 only, supplied with 12 months test .....**POA**

IVECO 49/10 REEVE BURGESS, 23 seat, luggage pen, manual gearbox, destination equipment, power door.**POA**

SERVICE BUSES

LEOPARD ALEXANDER Y TYPE, 49/53 seats, long test, semi auto, clean and tidy .....**POA**

CHOICE

LEOPARD PLAXTON SUPREME 4, express doors, 53 seats, supplied with 12 months test .....**POA**

NATIONAL 2 SWB/LWB, ex major bus company, choice of 3, in test .....**POA**

LEYLAND TIGER 3200 EXPRESS, 50 seats, 53 seats, semi auto, tested, choice.....**POA**

DOUBLE DECKERS

MCW METROBUSES, 74 seats, Gardner/Voith, tested, good selection .....**POA**

LEYLAND ATLANTEAN, Northern Counties, 75 seats, hydrocyclic gearbox, tidy.....**POA**

BRISTOL VRS ECW, 74 seats, various test, all just out of service from major bus company.....**POA**

DEADLINE FOR THIS SECTION IS 12.00am TUESDAY

Tel: 01733 467147 CBW Coach and Bus Week Fax: 01733 467154

Classified

The A W Group

Tel: 0116 238 7741
Fax: 0116 238 7128

JET HOUSE,
STATION ROAD, RATBY,
LEICESTER, LE6 0JN

AW Group IVECO BUS AW Group

1994 EOS 90 INTEGRAL MAN, Telma, 51 reclining seats, courier seat, continental door, toilet, servery, immaculate condition.

1989 VOLVO B10M LOW DRIVER VAN HOOL ALIZEE H, 53 reclining seats, courier seat, MoT June 1998

1989 VOLVO B10M GLE JONCKHEERE DEAUVILLE, 49 reclining seats, courier seat, toilet, double glazing, wiring for video, Webasto and including air conditioning. **Can repaint in your livery.**

1987 (Nov) LAG PANORAMIC, 49 reclining seats re-upholstered with Holdsworth Moquette, courier seat, fridge, continental door, centre sunken toilet, drinks machine, drivers crew compartment, exterior white. **Supplied with new MoT.**

1985 MAN SR280 HD INTEGRAL, 49 reclining seats, courier seat, continental door, toilet, wired for video. New MoT.

1985 LEYLAND TIGER 245 TL11, BERKHOF EVEREST, 49 reclining seats and courier seat, continental door, sunken toilet, wiring for video. **Special deal on this coach.**

1985 DAF MB230 DUPLE CARRIBEAN, 49 reclining seats, toilet, very clean and tidy, new MoT. 72801/VSG

1984 VOLVO B10M LAG GALAXY, 49 reclining seats, courier seat and toilet. New MoT

1983 VOLVO B10M JONCKHEERE P90 Semi Decker, 57 seats, toilet, long MoT, dateless plate, exterior plain white. **Special deal on this coach.**

1982 BEDFORD YNT CASTRASUA, 53 seater. Long MoT.

1982 LEYLAND LEOPARD ECW DUAL PURPOSE, 49 bus seats, MoT February 1998

1979 VOLVO B58 DUPLE DOMINANT, 53 seater, very clean interior, new MoT

SALES ENQUIRIES

Scotland and North West England - George Stratford - 0802 956474
Wales and North Midlands - John Bass - 0410 326399
Southern England - David Stevenson - 0802 283954
North East England, Notts & Lincs - Simon Cowley 0802 251778
Parts & After Sales - Paul Staples - 0116 2393118

AEC

AEC 760

1979 Supreme 4, 53 Paramount seats, 6 speed ZF, radio P/A, 12 months M.o.T. Very reliable vehicle.

£4,000 ono + VAT.

Tel: 01726 815068
(Cornwall)

73123/AEC

BEDFORD

1981 BEDFORD 500 TURBO

Tested until July '98.
Mechanically good, body good.
Plus spares including complete engine

£4,500 + VAT ovno

Will part exchange 20-30 seater with test up to the value of £3,000

Tel: 01745 816888

73115/BE

BEDFORD YNT

Plaxton Paramount 3200, 1984, 49 reclining seats, 12 months, MoT, 6 new tyres fitted, good condition.

£10,500 ono

PART EXCHANGE CONSIDERED

Tel: 0115 944 3866

73146/BE

1978, PP, YMT 50. Rare Van Hool, 53 seater, test September 1998, straight coach, £2,500 ono + VAT. **Tel: 01923 662800.** 73193/BE

1984 BEDFORD YNT LASER, 53 seater, 500 Turbo engine, 6 speed ZF gearbox, MoT'd April. **£11,000+VAT ono. Matts Coaches, 01623 650241 or 01623 743845** 73101/BE

1980 BEDFORD DOMINANT YMQ, 32 seat or more, engine rebored 5,000 miles ago, pump and injectors reconditioned, side wheelchair lift fitted. Tested July 98, reduced to clear, **£2,750 + VAT ono. Tel: 01527 833980.** 73209/BE

1980 BEDFORD PLAXTON SUPREME

53 seats, Class 7 Mot, taxed, tall seatbelts, must be sold

£1,500 + VAT

Tel Eastwoods on 0121 328 5959

DELIVERY ARRANGED

73308/BE

BEDFORD YMT PLAXTON SUPREME. *53 seats, 1980 V, white, power operated door, MoT Feb '98. Reconditioned engine* **£2,500 + VAT**

BEDFORD YNT PLAXTON PARAMOUNT. *1985, 53 seats, seat belts, P.O.D., MoT March '98. Recon engine* **£16,500 + VAT**

BEDFORD YNT DUPLE LAZER. *1985, P.O.D., 53 seats, seat belts, MoT August '98. Recon engine* **£11,000 + VAT**

Tel: 01842 810442
(Suffolk)

73194/BE

1980 BEDFORD YL0, 35 seats, toilet, new test, drives well, tidy inside and out, **£2,500 + VAT. Tel: 01665 720907.** 73205/LE

BOVA

BREAKING BOVA EUROPA, 1983, complete except engine and gearbox. **Tel: 01873 855832, Mobile: 0973 218127.** 73179/BOV

1983 BOVA EUROPA, 53 seats with belts and courier, all white exterior, red interior, carpets/curtains, wired for TV and video, radio/cassette, PA, new engine fitted late '95, VGC, MoT December 1998, **£13,000 ono. 0181 517 3534.** 73227/BOV

BOVA FUTURA, November 1987, PP, 49 recliners, toilet, boiler, video and monitor, excellent condition, only used on tour and excursion work, owned by ourselves from new, red and white, gold, **£55,000 + VAT ono. Andersons, Castleford 01977 552980 or 01977 557823.** 73195/BO

DEADLINE FOR THIS SECTION IS 10.30am TUESDAY

BOVA

AN OUTSTANDING EXAMPLE 1989 (F) BOVA FUTURA 51/55 RECLINER

Air conditioned, central toilet, double glazed, video, tape, boiler, fridge, curtains, seat belts. Interior red, exterior blue, white & turquoise. Full MoT. Owned by us from new.

£68,950 + VAT

FENN HOLIDAYS, CAMBRIDGESHIRE (01354) 653329

73114/BO

DAF

1993

DAF SB3000 VAN HOOL

Air conditioned, 48 recliners, plus courier, wc and hot water boiler, Webasto, continental exit, full [illegible] ZF gearbox, good condition, will supply with 12 months MoT

£88,000 + VAT

Choice of 2, P/X considered

1995 "M Reg"

DAF SB3000 VAN HOOL

Air conditioning, 49 recliners and courier, curtains, Webasto, hot drinks, wc, drivers bunk, ZF full auto, 12 months MoT

£119,000 + VAT

1995 "N Reg"

DAF SB3000 VAN HOOL

Air conditioning, 49 recliners and courier, curtaijns, wc, ZF full auto

£124,000 + VAT

Tel: 01708 864911

Frank Harris or Ian Pacey

SOLD

73214/DAF

ENFIELD COACHES,

County Meed, Southern Ireland.

010 353 405 55666

1994 DAF VAN HOOL, ALIZEE SB2300

Immaculate condition, low mileage, all white, 53 seats, 112,000 IRISH PUNTS, net. Excellent exhange rates (approx. 85p to the punt).

73306/DAF

1988 Van-Hool Daf SB2300

51 retrimmed seats and interior, centre toilet, continental door, drinks machine, video, new MoT. *"You won't be disappointed".*

£47,000 + VAT ONO

01253 349731

73143/DAF

DAF MB 200, 1983

- private plate, 51 reclining seats with seatbelts, drivers bunk, centre toilet & drinks, wired for video, tested until July.

£29,500

Tel: 01744 611945

or

Tel: 01744 612652 (eve)

73203/DAF

DAF

DORSET TRAVEL SERVICES LTD

DAF MB230 PARAMOUNT 3500's

51 reclining seats with seat belts, rear sunken toilet, drinks machine, continental door, good condition.

Choice of 2 available now

90PP test to Nov 98 £60,000

88PP test to Feb 98 £45,000

plus VAT and tyres

Tel: 01202 537568

72868/DAF

BREAKING MB200 engine, gearbox and axles. **Tel: 01873 855832, mobile 0973 218127.** 73177/DAF

BREAKING 1988 DAF SB2300 Duple 340 body, all parts available. **Tel: 01873 855832; Mobile: 0973 218127.** 73178/DAF

DENNIS

1993 DENNIS JAVELIN

10 metre, 40 seat Wadham Stringer Vanguard II D.P.Coach. New C.I.F., ABS brakes, front disc brakes, air suspension, autolube, Eberspacher water/saloon heater, air conditioning, new painted - 2 pack white, has been tilt tested for up to 48 bus seats and 22 standees, very low mileage.

OFFERS

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73137/DE

JAVELIN 290GX PLAXTON PREMIER 350, 53 reclining seats, double glazed, fully carpeted, air conditioning, stereo/radio/pa, plain white, 'M' 1995, rental, lease or sale. **Dawsonrentals Ltd, 01908 218111.** 73302/DE

JAVELIN 290GX CAETANO ALGARVE II, 51 reclining seats, belts, double glazed, rear surface mounted toilet, continental door, drinks dispenser, stereo/radio/pa, plain white 'N' 1996, rental, lease or sale. **Dawsonrentals Ltd, 01908 218111.** 73301/DE

DODGE

2, B REG DODGE 50, 18 SEAT WELLFAIRE BUSES, ex Council, tail lifts, seatbelts, Perkins 6247 automatics, consecutive registration, good Michelins all round, non runners. **£950 the pair, no VAT. Tel: 01394 411895 evenings.** 73199/DO

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- Volvo B10M Citybus. 84 seat Alexander. 1989.90
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All with current tests. Tyre price to be negotiated

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73121/DO

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£5,000 each

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LEYLAND TITANS

Gardner 6LXB, 2 door, 70 seat bodies, some with long tickets from

£10,000-£12,000

All prices plus VAT

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72919/LE

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A reg, Duple Laser Coach, 51 recliners, 6 months MoT, seat belts, semi-automatic gearbox. In daily use.

£15,000 ono

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73147/LE

DUPLE 340 LEYLAND TIGER, 49 seats, rear sunken toilet, hot water boiler, tested Dec '98, 1987 private plate, ex major Bus Company, small amount of work to make prestine. *PRICED TO SELL*. **Telephone: 01744 733134, 0370 547085.** 73225/LE

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For Sale due to fleet update

1977 (S) LEYLAND LEOPARD DUPLE DOMINANT II, 57 seater, semi-auto, MoT 24/9/98 . . . . . **£3,750**

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SETRA S250 SPECIAL, 57 fixed seats, drivers Recaro seat, heated drivers window, S300 electric wing mirrors, alloy wheels, stereo/radio/pa, fully carpeted, 'N' 1996, rental, lease or sale. **Dawsonrentals Ltd 01908 218111.** 73095/KASS

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51 reclining seats with seat belts, mid sunken toilet, drinks machine, video, continental door, peage window, low driver position. Choice of 2 in good condition

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72869/MAN

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£70,000 plus VAT
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73047/MAN

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2 Semi-deck Execs 56 & 60 seats, Recent retrim, Rad-cassette, PA., 3 TVs Video, WC, Fully belted. MOT Nov & June 98. Sold with regular work to buyer in Midlands or SE. Offers ar £20K. Tel Keith, Halsbury Travel Ltd, 0115 911 2080 or 0385 282932

73119/MAN

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MERCEDES 0303 COACH
1987

Full executive spec inc air con, full MoT.

Coach in first class condition.

£65,000 ono

Part exchange considered

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Ask for Charlie

73120/ME

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27 seats, 1 owner from new. Diptac specification. 10 months MoT.

CHOICE OF 2

£19,950 each ono
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73144/ME

MERCEDES

96 N MERCEDES 410D

16 Richards and Shaw seats with L&D belts, mounted on Unwin tracking, rear taillift, carpeted throughout, curtains, radio/cassette, TV/video. Finished in brilliant metallic silver, one owner from new, 55,000 miles.
Cost new £37,463+VAT
Price: OFFERS
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73073/ME

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1994

TOYOTA OPTIMO

21 + courier, owned since new, curtains, centre carpet, towbar

£27,000 + VAT
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73216/MB

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LEYLAND DAF

16 seater minibus, N registration, only 42,000 miles, tail lift

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74179/MB

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Houston Ramm

DENNIS HIGH CAPACITY SERVICE BUSES:

1984 A Dennis Lancet Alexander-bodied 53-seat buses, 24 standees, Perkins engines, Alison automatics, all-aluminium Alexander bodywork, 2 identical vehicles available. To be GMPTE approved until July 1999.

NOW BEING PREPARED

1988 E Renault S56 Mark II Northern Counties 27/29 seat bus (currently fitted with 27 seats plus luggage pen plus 6 standing but will convert to 29 seats), Perkins 4-litre Phaser engine, automatic gearbox, power steering, disc brakes, grey/red/blue moquette, one only, very rare, exceptionally useful vehicle, £5,995

OTHER VEHICLES IN STOCK:

1989 G Renault S56 Northern Counties 25-seat bus, £6,495
1988 F Ford Transit DI overdrive Mellor 16-seat bus, one only, £5,995
1988 E Renault S56 Mark II Northern Counties 25-seat buses, choice, £4,995
1987 E Renault S56 Alexander 19/21-seat buses, just two left, £3,695
1987 D/E Renault S56 Reeve Burgess 25-seat buses, very clean, choice from £3,995
1987 D MCW MetroRider 23/5-seat buses, Perkins engine, choice, £5,995
1987 D Iveco 49.10 Robin Hood 21-seat buses, choice, £3,995
1986 C Mercedes 608D/Reeve Burgess 20-seat bus, £5,495
1985 B Leyland Cub Wadham Stringer Vanguard 32-seat bus, £4,495

Also available: 1985 B Ford Dorchester 6-seat limousine, price includes new MoT and respray in white, one only, ready now, £3,795

WHEELCHAIR ACCESSIBLE LOW-FLOOR VEHICLE:

1992 K Talbot Freeway, 12/16 bus seats with 2-point belts plus two wheelchairs and 2 or 4 standees, all seats on tracking for up to six wheelchairs, power door, Ratcliffe tail-lifts, one owner vehicle with warranted mileage of 132,000, full PSV, price includes our usual preparation package and respray in your livery, one only, £9,495

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★ Full underbody inspection and repair included
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DUE IN SHORTLY

1988 F Iveco 49.10 21-seat Robin Hood coach, **complete with 3-point seat belts**
1988 F Freight Rover 18-seat bus, Carlyle Mark II, fitted with Chrysler heavy-duty automatic gearbox, excellent vehicle, long MoT
1987 E MCW MetroRider **23-seat coach,** disc brakes, Cummins engine, boot, one only
1987 D Renault S56 Mark I 25-seat coaches, Reeve Burgess bodywork complete with luggage racks and rear boot, choice of serveral
1987 E Renault S56 Mark I Northern Counties 27/29 seat buses, choice of several
1987 D Renault S56 Mark I Reeve Burgess 25-seat buses, choice of several
1982 X Bedford YMQ-S Duple Dominant IV 35-seat coach, MoT 05/98
1979 T Ford T152 Duple Dominant II, 31 recliners, very clean

DRIVE-AWAY BARGAINS – STRAIGHT OUT OF SERVICE!
(safety check included, full preparation available at extra cost if required)

1989/90 (G and H registered) CVE Omni 23-seat buses, choice of Rover turbo diesel or Perkins 3 litre engines, one with replacement gearbox just fitted, MoT's until April and June 1998, very good appearance, choice of two, excellent value for money!!

1988 (E) Renault S56 Mark II 23/25-seat buses, power steering, Perkins Phaser turbo, disc brakes, automatic gearbox, Northern Counties body with coachbuilt front, MoT 05/98, handrails and bell pushes, good condition, one only at just £3,495
1987 E Freight Rover Sherpa Carlyle Mark II 20-seat bus, MoT 03/98, white exterior, very clean for year, choice of two, £2,495
1987 D Freight Rover Sherpa Carlyle Mark I 20-seat bus, MoT 3/98, very tidy, £1,295

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72847/MB

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Mercedes Benz Sprinter coach - **1 only**
16 forward facing seats with l & d belts.

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24 seats, courier, l & d belts, large boot.

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29 seat executive coach, courier, l & d belts, forced air, reading lights, curtains, P.A., massive boot, side locker, air door.

Early Delivery

The New 'Nouvelle 2'
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73075/MB

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NEW STOCK

711 MERCEDES, 29 seats, coachbuilt, power door, seat belts. Stock.
614 MERCEDES VARIO, 24 seats, power door, coach spec, luxury, 1 week.
810 MERCEDES VARIO PLAXTON, 29+33 seats + standees, Diptac, service spec. 2 weeks.
810 MERCEDES VARIO BEAVER, 27 seats, dual purpose/Diptac
412 MERCEDES SPRINTER, luxury, 16 seats

USED

1996 (N) MERCEDES 814 PLAXTON BEAVER, coach spec, 33 seats.
1994 (L) FORD TRANSIT, 15 seat + driver. Non PSV.
1993 (K) MERCEDES 814, Autobus, 29 seats, coach spec.
1987 (E) MERCEDES 507, 16 seats

73079/MB

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TALBOT EXPRESS 10 months MoT, K reg, 14 seats, seat belts, high roof, luggage racks, radio cassette, side loading door. Very good condition. £5,250 + VAT. Will take cheaper P/X. **Tel: 01609 779573.**

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73140/MM

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MERCEDES SPRINTER, 16 seats, all forward facing

USED VEHICLES

1996 P Reg MERC 811D, 24 seater with tables
1996 N FORD TRANSIT TOURNEO, 8 seater
1996 N MERCEDES 814D, Nouvelle, 29 seater Courier and tables
1994 M Reg MERC 711D, 19 seats + Courier
1994 L Reg MERC 711D, 18 recliners, courier, TV/video, full exec
1989 F RENAULT MASTER, 14 seats exc, tables, TV, underfloor luggage
1988 F FORD TRANSIT, 12 hi-back seats and tail-lift

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Part exchange available on all new vehicles. Finance arranged subject to status

73085/MM

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NEW MERCEDES O.1120L OPTARE SOLERA, 35 SEATS PLUS CREW. *1998 DELIVERY*
Also a choice of Mercedes Autobus product from 16 to 29 seats *IMMEDIATE*

QUALITY PREPARED PRE-OWNED VEHICLES

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1992 (J) DENNIS PLAXTON 3200 11 mtr, 53R seats, in Blackpool white
1991 (H) MERCEDES 709D BEAVER, 25 DP seats, power door, tinted glass, large boot
1990 (G) SCANIA K93 VAN HOOL Alizee, 55R seats plus courier, in Blackpool white
1989 (G) LEYLAND TIGER, manual, Plaxton Derwent with 54 coach seats & belts, rear doors & boot
1989 (F) LEYLAND TIGER, manual, Duple 320 with 55 seats and belts
1989 (F) MERCEDES 811D, 21 coach seats, rear slam doors, in Blackpool white
1987 (E) VOLVO IKARUS, 49/53 retrimmed seats, centre toilet, TV, video, in Blackpool white
1983 (Y) MCW Integral coach, Cummins engine, manual g/box, 53 seats

5 mins junction 11 M5 (Cheltenham-Glos)
Contact: Colin Bowcott or Malcolm J. Watkins
The Coach Centre, Golden Valley, Staverton, Gloucestershire, GL51 0TE
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73495/MB

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73078/MB

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J10 M6

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MERCEDES 709D

29 seat service buses, low front entry, power door, fully refurbished, power steering,COIF, 29 seat + 7 standees, superb condition, choice of 2

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MERCEDES 811D TURBO

21 seat luxury coach, front entry, full size coach seats, boot, seat belts, luggage racks, stereo, private No plate, skirts, super vehicle

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Petrol, 11-seat minibus, Holdsworth conversion, good condition. COIF.

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Finance from £19 p/w

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PLS cassette chair lift, 12-15 moquette seats on tracking, 3 point seat belts, wheelchair tracking, 4 wheel chairs, folding front entry door, saloon heater, very very low mileages, built by Mellors, huge choice, all with COIF. Full service history

From £24,995 + VAT

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J 92

TOYOTA OPTIMO

21 seat coach, 6 cylinder turbo,superb low mileage example, finished in white with full service history

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26 seat luxury mini coach, Crystals conversion coach rear with boot, 26 highback seats, seatbelts, luggage racks, skirts, stereo, very low mileage

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M-N

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16 seat hi top, factory spec, choice of 2, under 10,000 miles, factory warranty, mint condition, COIF, power steering, one only

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14 seat minibus, advanced conversion, high back seats, COIF, low mileage, choice of 4, excellent condition

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L - P Reg

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Diesel 16 seater, power steering, high back seats, 3 point lap diagonal belts, outstanding condition, C.O.I.F. Choice of 9

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6 seat auto luxury minibus, twin side load doors, seat belts, finished in metallic blue, new style front grille, superb condition

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Superb leather electrically powered seats, electric windows, tinted glass, TV, video facility, the most stunning vehicle interior we have seen, 20,000 miles, mint condition
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LEYLAND CUB
20 seat access bus, power door, full wheelchair tracking, powered tail-lift, excellent condition.
FULL TEST Good value at only
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10 seat access bus, 10 highback seats, tail lift, wheelchair tracking, lowered front entry step, very good condition
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G 90
DAF 200 DIESEL COMBI
8 seater, 1 owner, in very good condition. Priced to sell at only
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Finance from £19 p/w

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Front entry, 16 high back moquette seats, seat belts, luggage racks, coach back end, air suspension, power steering, excellent condition
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J reg
RENAULT ESPACE 2.0 LXRC
6 seat and driver, metallic blue, electric windows, PAS, twin sunroof, excellent condition
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FINANCE OPTIONS KEEP YOUR CASH IN YOUR BUSINESS

P 97
LDV CONVOY
16 seat luxury supercruiser, front entry, lowered entry step, 16 highback M2 tested seats, panoramic tinted windows, luggage racks, PAS, 9,000 miles only, brand new conversion, factory warranty, COIF, choice of 2
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L Reg
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29 seat service buses, low front entry, power door, fully refurbished, power steering, COIF, 29-seats+7 standees. Superb condition. Choice.
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All finance options available

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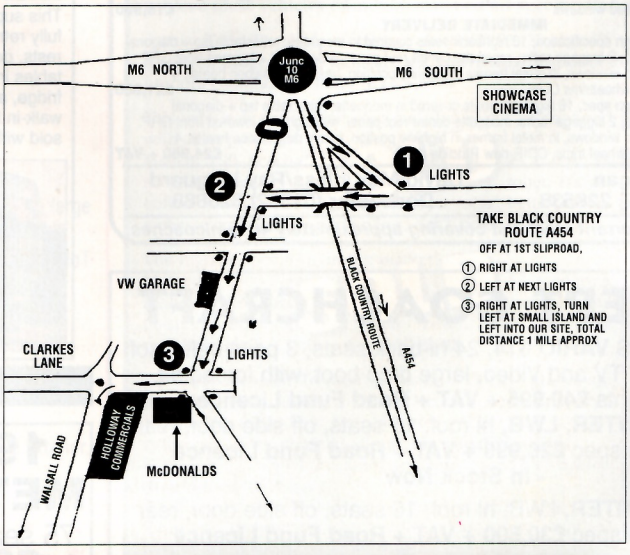

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K 93
MIDI
11 seat, hi top mini bus, this superb vehicle has covered only 43,000 miles, finished in white with full service history
£6,995 + VAT
Lease/Buy from £35 p/w

MANY OTHER VEHICLES IN BUILD

1990
OMNI 22 SEAT MINIBUS
Power door, low step entry, 22 highback seats, C.O.I.F., low mileage, excellent condition
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OPEN 7 DAYS

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MOBILE: (0973) 510761

72837/MB

MINIS & MIDIS

LDV 400 TURBO, '95 M, 16 highback seats, front entry, lowered step, 3 point seat belts, rear seats on tracking, full service history, new MoT, one owner driver. **£13,750 + VAT. 0131 440 1719 or 0378 690181.** 73228/MM

1994 M LEYLAND DAF, 16 seater, factory minibus, lap belts, white, 50,000 miles guaranteed, **£8,400 ono. Tel: 01205 722359.** 73229/MB

P Reg RENAULT MASTER, power door, 16 seater, underfloor luggage, coach rear end .**£21,000**
N Reg RENAULT MASTER, power door, 16 seater, underfloor luggage, coach rear end .**£20,000**
K Reg RENAULT TRAFIC, 8 seater **£5,000**
WILL PART EXCHANGE
All vehicles have 3 point seatbelts
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MCW METRO RIDERS
Due to fleet replacement. Long and short wheelbase 25-33 seats, Allison gearbox, Cummins engine, MoT'd, all good runners, choice of 5. Possible finance available.
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BRAND NEW TRANSIT DIESELS ALWAYS AVAILABLE
7 SEAT LUXURY SPEC

Power steering, alloy wheels, heated front seats, electric windows, full stereo, central locking, M2 high back seats with 3 point lap and diagonal seat belts, wheelchair accessible. 72991/MB

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MIDI COACH SALES LTD 72992/MB
USED VEHICLES

UNREGISTERED LDV 400. 2.5 Diesel, dark blue exterior, 15 seats + driver, corner grabhandles, underfloor lift, bi-fold power door **£25,600**
P REG PEUGEOT 350. Hi-roof, 14 seats with seat belts, tinted windows, saloon heater, quad vents **£18,750**
P REG LDV 400. Turbo diesel, white exterior, 16 high back seats, drop step, side skirts, luggage racks, wheeltrims, power steering, tinted windows **£19,950**

IMMEDIATE DELIVERY

LDV CONVOY. 16 seater, high specification, 16 highback seats covered in moquette, retractable lap + diagonal restrains, driver seat retrimmed, 2 luggage racks, moquette centre roof panel, redesigned + lowered front GRP step with door extension, tinted windows, in metal frames in highline position, heavy duty saloon heater, 4 speakers, fullsize quad vents, wheeltrims COIF **£21,550**
LDV CONVOY. 16 seater, high spec, 16 highback seats covered in moquette, retractable lap + diagonal restraints, driver seat retimmed, 2 luggage racks, moquette centre roof panel, redesigned + lowered front GRP step with door extension, tinted windows, in metal frames in highline postion, heavy duty saloon heater, 4 speakers, full size quad vents, wheel trims, COIF, new Ratcliffe taillift **£24,950 + VAT**

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Please phone for current stock list covering approximately 40 minicoaches

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NEW MERCEDES VARIO 614, 24 hi-back seats, 3 point belts, soft trim, boxed for TV and Video, large drop boot, with forced air, reading lights **£40,995 + VAT + Road Fund Licence**
NEW 312 SPRINTER, LWB, hi roof, 15 seats, off side door, rear boot area, hi spec **£26,995 + VAT + Road Fund Licence - In Stock Now**
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NEW 512 VARIO, 20 seats, hi spec, independent heater **£33,500 + VAT + Road Fund Licence - *In Stock Now***
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Tel: 0161 406 9322 (Daytime)
0161 456 9747 (evenings and weekends) 72995/MB

VEHICLES WANTED

WANTED. Jonckheere P599, 51 reclining seats, toilet, Volvo/Leyland/Scania/DAF. **Telephone 0467 662103 (Mobile).** 73200/VWA

OPTARE

H reg OPTARE METRORIDERS LWB, 26 seats, fast flow entrance doors, Cummins engine, Alison automatic, tested, ready to work, choice. These vehicles are the cheapest around and are the same quality. Ring me! You can buy them under £10,000 each (plus tyres). **Telephone: 01744 733134, 0370 547085.** 73223/OPT

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1986 16 SEATER SERVICE BUS, MoT 28-6-98, good condition, 4 speed gearbox, **£1,500 + VAT. 1974 LEYLAND LEOPARD SERVICE BUS,** 53 seats, 4 speed gearbox, MoT 16-9-98 **£1,000 + VAT. Tel: 01948 780269.** Good condition. 73197/SB

MERCEDES 711D UVG CITYSTAR, 27 seats with luggage pen, 'N' 1996, rental, lease or sale. **Dawsonrentals Ltd, 01908 218111.** 73303/SB

PLAXTON POINTER. Ultra low floor, 39 + standees + wheelchair ramp if required. Immediate delivery. Part exchange welcome. **Telephone: Blythswood Motors 0141 221 3165 or 0141 639 6107 eves.** 73312/SB

SCANIA

1987 SCANIA K112SH, 49 seats, video, fridge, hot water boiler, new test, will paint colour of your choice, **£49,500 + VAT. Tel: 01665 720907.** 73204/SC

DORSET TRAVEL SERVICES LTD
1993 PP
K113TRB BERKHOF EXCELLENCE 2000
73 reclining seats with seat belts, toilet, servery, 3 x video monitors, good condition, painted in white, tested to Jan 99, available in Jan.
£135,000 + VAT
Tel: 01202 537568 72881/SC

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Neoplan Cityliner Triaxle
48 reclining seats, walk in kitchen with microwave and drinks, toilet/washroom, double glazing, curtains, Webasto, bunk, air conditioning, double courier seat, non smoking from new! Also Telma, good tyres, MoT until January 1999, powered by Mercedes V8 twin turbo. Choice of two, both ex Parrys International
1990 – £110,000 + VAT
1992 – £128,500 + VAT
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Travelrich International, Essex 73232/NE

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NEOPLAN SKYLINER
Air conditioned, 70 seatbelted recliners, saloon toilet, twin water boilers and fridge, 5 screen video system, Webasto, large luggage locker, tow bar, MAN 2866 LXOH engine and 8 speed ZF gearbox.
This vehicle has been owned and operated since new on mixed work
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This superb vehicle features reclining seats, fully retractable seatbelts throughout, armrests, double glazing, curtains, Webasto, two tables in lower saloon, Shades drink facility, fridge, aircraft lockers, toilet/washroom, video and radio/cassette/pa system and walk-in luggage compartment. This vehicle is in A1 mechanical condition and is sold with a full maintenance history. The vehicle features ABS, speed limiter and CAG gearbox and will be sold with a full 12 months MOT.

Price £89,500 plus VAT plus tyres.

Interested parties please contact G. H. Howle, Managing Director, Birmingham Coach Company Limited on 0121 557 7337 73124/SC

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1985 MCW METROLINER
75 seats, Cummins L10, full auto, seatbelts, radio cass, PA, toilet, long MoT.
£12,500 ono + VAT
0151 608 8000 73226/MCW

VEHICLE SALES

FOR SALE due to loss of contracts: 1984 **Bedford YNT Laser,** 53 seats, 500 Turbo 6 speed ZF gearbox, MoT August 1998, **£11,000 or nearest offer, 1981 Leopard Duple IV,** express doors, MoT April 1998, recent retrim, **£6,000 ono. Tel: 01436 810575.** 73126/VSM

SETRA

SETRA S215HD, 49 seat executive, new test, uprated diff, new radiator, brakes, owner driven last 10 years, low mileage, immaculate condition, **£32,000 + VAT. Geoff Willett, 01594 562511 (Gloucester).** 73130/SET

DEADLINE FOR THIS SECTION IS 10.30am TUESDAY

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Fleetmaster Bus & Coach have for sale one of the best-equipped Setras in Britain. In addition to all of the refinements you would expect in a 1997 S250 - 381bhp Mercedes engine, ZF eight-speed gearbox, air-conditioning, Webasto heater, electric mirrors, central locking, Blaupunkt sound system - it has the ultimate high-specification interior.

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Consider the following: -32 luxurious Ambiente seats trimmed in high-quality leather
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-leather-trimmed seats for driver and courier
-full-equipped kitchen with fridge, microwave oven, hot cupboards and coffee/expresso machine
-GSM fax and phone system
-TV/video system with four monitors
-toilet with porcelain wash basin

But be quick. Coaches like this don't come on the market every day.

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73093/SET

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Blackpool Transport Services Limited

BLACKPOOL TRANSPORT

invite offers for the following vehicles

4 Renault Dodge Minibuses

. . . no MoT, reasonable condition

4 Northern Counties Ltd

(rebodied PDR DD vehicles into "Paladin") single deck, 42 seats, still in service, recent repaint into Fleet Livery, good condition

3 1989 Leyland Tiger/Plaxton Paramount 3200

factory fitted seat belts, ABS, Telma, double glazing, 53 recliner seats, variable speed control, ferry lift, new or recent annual test.

For full details please contact:

Mr Mike Francis, Fleet Engineer on 01253 623931

73145/VSM

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NEW OPTIMO IV, from stock available.
1994 TOYOTA OPTIMO Mk III, 21 seater, 3 point belts, 62,000 miles from new, sold with FULL 12 month engine warranty
1990 SCANIA PLAXTON 3500, 53 str
1990 DENNIS JAVELIN DUPLE 320, 53 seats with toilet, coffee machine, Telma, Webasto, cont door and curtains, choice of 2.
LEYLAND NATIONALS Mk I, all with recon engines, 10+12 metres. Offers invited.
1989-93 VOLVO B10M PLAXTONS, PARAMOUNTS & PREMIERES. Ring for further details.
1987 BEDFORD PJK, 29 seater, turbo, seatbelts, etc.
1987 DAF 20 seater, service spec.
1988 DAF SB2300 VAN HOOL. 49 seat exec.
1982 VOLVO B58, 11 metre, PLAXTON SUPREME V, 53 seater with belts.
1980 DAF JONCKHEERE BERMUDA

Arriving soon: VOLVO B9M's, 1990.

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NEW MARSHALL DENNIS DART, 43 seats, standees, 6 weeks.
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NEW TOYOTA OPTIMO MK IV. 18/21 seats. Immediate delivery.
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NEW LEYLAND LDV CONVOY 2.5. 16 seater. Immediate delivery
NEW MERCEDES 614 VARIO. 24 seats, power door, luxury spec. 4 weeks.
1996 P MERCEDES 711D, 24 seats, power door, TV, video, radio, PA, large boot, 300kl.
1991 H TOYOTA OPTIMO MKII, 17/21 seats, demountable toilet, 130,000 miles, MoT May 1997
1990 TALBOT TRI-AXLE 2.5. Wheelchair facility. MoT February 1997.
1989 F MERCEDES 609D, 24 seats, power door, MoT December 1997.
1989 F MERCEDES CHARISMA, 49 seats, toilet, TV, white/blue, ext, long MoT.
1989 TOYOTA OPTIMO MK 1. 21 seats, table, 240,000 klm. Excellent condition.
1987 VOLVO B10M JONCKHEERE, 50 seats, rear toilet, servery, new MoT.
1987 E OPTARE CITYPACER 2.5 TURBO, 25 coach seats, power door, white exterior, MoT May 1997.
1986/87 MERCEDES 608D, 19-21 seats, power doors. Choice of several.

ORDERS NOW BEING TAKEN FOR TOYOTA OPTIMOS

Sales/Parts/Service

Day telephone: 0141 776 3268 Evenings: 0141 775 1884

73082/VSM

the KINGS FERRY of Gillingham

Due to extensive new vehicle replacements The Kings Ferry are pleased to offer this selection of very high quality used vehicles all coming with full service histories. We are sure these vehicles cannot be matched for specification or condition.

Scania K113/Berkhof excellence 2000HD.'93 K reg. 76 + 5 crew seats. Coffee machine, fridge, toilet, webasto, **air conditioning,** double glazing, radio p/a, video, upstairs camera, seat belts. **£165,000**

This vehicle is a very high spec and should not be confused with other products!
MAN11.190 Berkho[SOLD]93 L reg. 33 reclining vogels + [SOLD] toilet, fridge, coffee machine, T[SOLD]adio/pa, seat belts, telma, webasto and **air conditioning. £97,000**

The highest spec 53's on the market!
Mercedes 0303 Play[SOLD]'9[SOLD]53 + courier, Fridge, coffee mac[SOLD]A, continental door, double gl[SOLD]belts, webasto, **air conditioning.** Choice of 2. **£98,500**

Mercedes Neoplan Tri-Axle Cityliners. These vehicles are full spec with under floor kitchenette including store cupboards, fridge, hot & cold water. Toilet, rad/cass pa, video, seat belts, central locking, **air conditioning.**
'90 H reg 49 + 2 seater (ex Happy Days) **£110,000**
(Retrimmed '96)
'91 H reg 48 + 2 seater (ex Parry's) **£125,000**
We would possibly be interested in taking a high standard hospitality coach in part exchange.

All these vehicles come with long MOT's or we will retest without hesitation. Come and look at these vehicles I guarantee you will not be disappointed and do not forget on our vehicles everything works!

73085/VSM

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Brand new Setras. Plus a new, bigger list of carefully selected quality used vehicles. You'll get a better, brighter service from Setra.

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◆ SETRA S 250 - M.A.N. Engine ◆ SETRA S 250 - MERCEDES Engine

All vehicles fitted with air conditioning, retarder, ABS, ASR central locking, Webasto and timer, Radio/PA. Seating varies from 48 to 53 Seats. Toilets and kitchens fitted to all 48 Seat Vehicles.

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◆ 1992 Mercedes OHL 290 / Jonckheere Deauville - 53 reclining seats, Radio/PA, full air conditioning, fridge, courier seat. (Choice of 3) - £95,000

◆ 1994 M.A.N. Caetano / Algarve II - 35 reclining seats, courier seat, Radio/PA, full length rear exit. Low mileage, long M.O.T. - £85,000

◆ 1994 Volvo / Jonckheere - 49 reclining seats, fixed foot rests, rear mounted toilet, water boiler, fridge, driver's fan, Radio/PA, courier seat. Long M.O.T. - £127,500

◆ 1994 Volvo B 10/M - Plaxton Premier 3500 - 50 reclining seats, seat belts, toilet, water boiler, TV/Video, Radio/PA, air conditioning, foot rests, double glazed. (Choice of 4 different colours) - £129,500

◆ 1994 Scania / Irizar Century - 49 reclining seats, retarder, air conditioning, TV/Video, Radio/PA, driver's bunk, drinks machine, rear sunken toilet, fridge, Webasto and timer, foot rests, aluminium wheels. - £130,000

◆ 1995 M.A.N. / Caetano Algarve - 53 seats, double glazed, crew seat, low driver's position, Radio/PA, foot rests. - £99,000

All vehicles advertised in good condition to above average condition - many similar vehicles held in stock

SERVICE Ultra modern, well equipped workshop. Fully trained professional staff. No one can provide Sētra back-up to the same high standards.

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All Mercedes 2 years warranty or 200,000 kilometres Choice of coach builders

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NEW MERCEDES VARIO, 25 + standees. air suspension, 97 Diptac, low step and floor. Coach seats, DP stock.

NEW MERCEDES VARIO, coachbuilt, air door, 33 semi coach seats plus standees, dual purpose. Stock.

NEW MERCEDES PLAXTON VARIO, 29 semi-hi, air sus plus auto. Stock.

NEW MERCEDES PLAXTON VARIO, 27 service seats + pen, air sus. Stock

NEW MERCEDES VARIO Alexander service, latest body, all air and Telma. Stock

NEW PLAXTON POINTER ULTRA, low floor, up to 61 passenger with or without wheelchair facility, ie 39 seated + 22 standees. Immediate delivery

NEW MERCEDES COACHES

NEW MERCEDES 814L, coach spec 37 seats air sus, P.door, large boot. Stock.

NEW MERCEDES VARIO, coach built, luxury coach spec, 33, air suspension, power door, large boot, forced air, curtains. £65,000. Stock.

NEW MERCEDES 711, Turbo, coach built, 29 seats, p/door, large boot, forced air. Stock.

NEW MERC VARIO 614. Luxury 24 large boot. P/door. Stock.

NEW 611 Turbo, large boot, full coach spec. 24 seat Luxury, boot, P swivel door. Stock

MERC SPRINTER 412 Lux Turbo. 16 + lug. M2 seats. Stock.

MERC SPRINTER 412 16 wheelchair. M2 seats. Stock.

NEW MERC 410, 16 luxury plus w/chair option. Stock.

MINI + MIDI BUSES

NEW TRANSIT 16 high roof front entry. Lux spec. Stock.
NEW TRANSIT 16 semi high roof. Luggage space. Stock
NEW FORD TOURNEO, 9 seat, diesel. 7 days.
NEW TRANSIT w/chair taxi bus. 10 days
NEW DAF, Convoy, 16 PSV, coach spec. Turbo.
NEW DAF, 16 hi roof, Convoy. Turbo. Stock.
NEW VW, 9 seat diesel Taxibus. Stock.
NEW VW Taxibus, double door. Stock.
97 MERC 711, luxury 29-coach spec, p/door.
96 SPRINTER 412, 5/chairs, 16 seat, 21,000 miles.
96 SPRINTER, 16 luxury coach. Low mileage.
95 LEYLAND DAF, 16 luxury coach.
94 LEYLAND DAF, 20 seat, service, p/door.
94 MERC 410, 16, coach spec.
93 TRANSIT, 16 service, semi high PSV.
93/91 TALBOT TRI-AXLE, 22+ standees.
90 TRANSIT LWB, Petrol, 12 seats.
90 MERC 709, 25 coach, p/door, boot.
90 TRANSIT, LWB 12 seat diesel PSV.
89 MERC 609, 19 seat coach.
88/89/90 TALBOT, triaxles. 22+ standees.
88 MERC, 23 coach seat, tested.
88 F/ROVER, 20 seats, Carlyle body.
88 MERC 814 29 coach seats.
87 MERC, 19 coach spec.
87 MCW METRORIDER, Perkins, 23 + 6. Choice of 4.
87 MERC 814. 29 seats, new test.
87 RENAULT DODGE, service bus, 29+ standees.
86 RENAULT DODGE, 20 service, auto.
86 R/DODGE, 25 seat, 5 speed.
85 BEDFORD, 32 removable seats, 8 wheelchairs.
85 DODGE PERKINS, 39 seat, 5 speed, manual, power door.
83 DODGE R BURGESS, diesel, auto, 17 F dr.
82 BEDFORD, 35 seat, 8.5 metres.
81 BRISTOL VR, lowbridge, Gardner, tested
82 DENNIS, V8 auto Alexander Service Bus

COACHES

90 DUPLE 425 Cummins, 52+ toilet.

89 SANOS exec (Merc), 49 + toilet, TV

89 DAF, Algarve exec 11.6, toilet, TV

89 DUPLE 425 DAF, ZF 7 speed, 55 recliners.

88 DAF BERKHOF SBR 3000, 75 seat exec d/deck, toilet, monitors, good trim, ready to work, tested

88 B10 PLAXTON 3500, 49/TV.

88 VOLVO DUPLE 320, 57 seats.

88 NEOPLAN, Double deck, 77 recliners, toilet, V10 manual.

87 VOLVO PLAXTON, 49 seats. High floor. £3,500.

86 B10 ALGARVE retrimmed 49/53 Exec

85 BEDFORD, 32 removable seats, 8 wheelchairs.

85 SETRA, exec, 49, toilet, TV

84 VOLVO BERKHOF, 53 seats.

84 DAF JONCKHEERE, 49 + toilet, retrimmed.

83 B10 BERKHOF, 49 seats, toilet, TV.

77 FORD 53 DUPLE, £750, tested

77 VIEWMASTER, ZF 6, tested.

82 LEYLAND DOUBLE DECK, 75 seat, East Lancs, SA, tested and tyres

WHEELCHAIR PSV IN STOCK

LEYLAND DAF CONVOY, turbo and non turbo, 5 chairs, 16 lux. Stock.
NEW TRANSIT, 16 or 5 w/chairs, Tailift. 7 days.
NEW TRANSIT Taxibus, 1 wheelchair. 10 days.
NEW MERC 412 Sprinter, 16/5 w/chairs. Tailift. Stock. M2 seats.
NEW MERC VARIO 24 coach seat, mobility or 6 w/chairs. 2 weeks.
VW TAXI BUS, 9 seats, 1 wheelchair.

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73077/VSM

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FOR SALE

LEYLAND TIGER
1985 DUPLE LAZER II. 12m, 53 recliners with belts, power door, manual gearbox, test March.
1983 PLAXTON SUPREME IV EXPRESS. 11m, 53 seats, plain white. Test Sept.
1982 DUPLE DOMINANT EXPRESS, 53 seats, full repanel & painted white, full test.
1982 DUPLE DOMINANT SERVICE BUS. 55 seats + 15 standing, repanel & painted, updated front, test December.
1982 11m CHASSIS. Rebodied in 1987 with Duple 320 Express, 58 seats, test March.

LEYLAND NATIONAL
Mk II,1983. 49 seats, Gardner turbo engine – Choice, long tests, one repainted white, one with new engine, with 3 years guarantee by main agent, all "R" series spec.
Mk II 1982. 49 seats, Leyland 68D engine, 8 Series - testing now!
Mk I, 1978. 10.3m, centre door with wheelchair lift, tracking for 5 wheelchairs + 21 seats. Test Oct.

LEYLAND GREENAWAY
Private plate, centre door with chairlift, 23 coach seats with 3 point belts + tracking for 5 wheelchairs/extra seating, Purmo heating, gardner turbo engine, full soft trim etc. Test November.

LEYLAND LEOPARD
1982 East Lancs Service Bus, 10M, 45 moquette seats, Test January '99.

LEYLAND ATLANTEAN
1978-80 E.C.W. 74 seats, ROE 73 seats, choice - various tests.

DAF
1987-1989 M.B. 230, Duple 320 Express Coachwork, 11m, 53 seats or 12m, 57 seats, Z.F. auto gearboxes with retarder, test dates Feb/March - choice.

A.E.C.
1979 PLAXTON SUPREME EXPRESS, 53 seats, manual gearbox. Test Feb '98.

BRISTOL
VRT, 1978. Low height E.C.W., 73 seats, Gardner engine, test Oct.
L.H. 1977. 7'6" wide, E.C.W., 39 bus seats, semi-auto gearbox, power steering. Choice.

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73087/VSM

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1996 N Volvo B10M Jonkheere Deauville. 49 Seats + WC £134,000
1988 E Daf MB 1160 Plaxton Paramount 3500. 53 Seats. Choice £45,000
1981 X Leyland Atlantean East Lancs. 86 Seats. SOLD.....£6,950
1984 PP Leyland Tiger Plaxton Paramount 3200 Express. 53 Seats. Refurbished.....£21,000
1984 B Leyland Tiger Berkhof Everest. 53 Seats.....£25,000

The above prices are subject to the addition of VAT
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73092/VSM

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The right choice every time.

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- ***RADIAL ON DENNIS JAVELIN 245*** with 53 recliners, double glazing, etc
- ***AXIAL ON VOLVO B10M GL*** with 51 recliners, centre sunken toilet, fridge, hot water boiler, double glazing, webasto, with and without Sutrak air conditioning.
- ***AXIAL ON VOLVO B10M GL*** with 53 recliners, centre continental dopor, double glazing, Webasto.
- ***AXIAL ON DENNIS JAVELIN GX*** with 51 recliners, and sunken toilet or 53 recliners, rear continental door, double glazing with or without Sutrak air conditioning.
- ***AXIAL ON DENNIS JAVELIN 10 METRE,*** with 43 recliners, double glazing with and without Sutrak air conditioning.

1997 LEYLAND DAF CRYSTALS CONVERSION, 16 seats, seat belts, radio/tape, grey/blue interior, exterior white **£14,000**

1995 DENNIS JAVELIN BERKHOF EXCELLENCE 1000, 53 recliners, double glazing, crew seat, rear continental door, exterior blue/white/gold **£109,500**

1995 MAN 11.190 CAETANO ALGARVE, 35 recliners, rear continental door, double glazing, crew seat, radio/tape/PA, MoT 3/10/98 .....**£86,000**

1995 TOYOTA OPTIMO, 18 recliners, large boot, tinted windows, radio/tape/PA, drop down armrests **£45,000**

1994 BOVA FUTURA FHD, 53 recliners, crew seat, seat belts all seats, rear continental door, double glazing **£112,000**

1991 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 recliners, seat belts all seats, double glazing, adjustable footrests, ZF auto gearbox, exterior white/blue/red,.....**£73,000**

1990 BOVA FUTURA FHD, 49 recliners, crew seat, centre sunken toilet, plus continental door, air conditioning, seat belts all seats, fridge, boiler, driver's bunk, MoT 11/11/98 .....**£75,000**

1990 VOLVO B10M JONCKHEERE DEAUVILLE, 53 recliners, crew seat, seat belts, double glazing, peage window, radio/tape/PA, interior grey, exterior white/blue, MoT 20/3/98 .....**£77,500**

1989 SCANIA K112 PLAXTON PARAMOUNT 3500, 51 recliners, crew seat, double glazed, Telma, sunken toilet, centre continental door, fridge, boiler, splitter gearbox, fawn/orange interior, MoT 12/2/98 .....**£62,500**

1989 (Oct) VOLVO B10M IKARUS BLUE DANUBE, 53 recliners, crew seat, double glazing, radio/tape/PA, fawn interior, exterior white **£52,500**

1989 LEYLAND TIGER PLAXTON DERWENT, 53 recliners, crew seat, double glazing, radio/tape/PA, fawn interior, exterior white, MoT 9/98 ....**£35,000**

1988 LEYLAND TIGER 290 DUPLE 340, 55 recliners, seat belts all seats, radio/tape/PA, Telmar retarder, drivers fan, rear continental door, Cummins L10 engine, manual gearbox, grey interior, MoT 2/2/98.....**£39,000**

1987 (Sept) DAF SB 2300 DHS PLAXTON 3200. Low driver, 53 recliners, seat belts all seats, tinted windows, radio/tape, MoT 6/11/98 .....**£35,000**

1987 (Oct) FREIGHT ROVER SHERPA CARLYLE, 20 seat + 4 standees bus, moquette seats, fawn/orange interior, exterior white, MoT 18/9/98 .....**£3,750**

1987 VOLVO B10 VAN HOOL ALIZEE, 53 recliners, double glazing, side window blinds, Telmar retarder, crew seat, grey/blue interior, exterior white, unsignwritten, MoT 24/7/98 .....**£59,500**

1987 (E) LEYLAND TIGER DUPLE 320, 57 seats, seat belts all seats, power door, kerb window, radio/tape/PA, MoT 4/6/98.....**£32,500**

1986 DAF MB230 PLAXTON 3500, 49 recliners, rear sunken toilet, interior fawn/brown, exterior yellow/blue, MoT 18/6/98 .....**£29,500**

1985 BEDFORD YNT DUPLE LASER II, 53 seats, crew seat, power door, side lockers, seat belts all seats, fawn interior, MoT 20/1/98.....**£15,000**

1984 VOLVO B10M VAN ROOIJEN ODYSSEY, 49 recliners, crew seat, rear sunken toilet, continental door, seat belts all seats, MoT 4/9/98 .....**£19,500**

1984 NEOPLAN SKYLINER, 77 seats, crew seat, toilet, water boiler, 2 tables lower deck, grey interior, exterior white/mauve/pink, MoT 6/2/98 .....**£22,500**

1983 LEYLAND TIGER PLAXTON PARAMOUNT 3500, 48 recliners, crew seat, rear continental door, seat belts all seats, sunken toilet, interior fawn/brown/red, exterior deep cream/orange/green, MoT 2/11/97.....**£25,000**

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1990 VOLVO B10M JONCKHEERE DEAUVILLE, 51 recliners, rear sunken toilet, hot water boiler, double glazed, MoT September 1998, white, good condition, **£65,000 + VAT. Tel: 01270 625096, Barratts Coaches.** 73029/VSM

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B10M VAN HOOL ALIZEE, 49 reclining seats, belts, rear mounted toilet, hot water dispenser and sink, refrigerator, video and monitor, stereo/radio/pa, 'G' 1990, rental, lease or sale. **Dawsonrentals Ltd, 01908 218111.** 73100/VO

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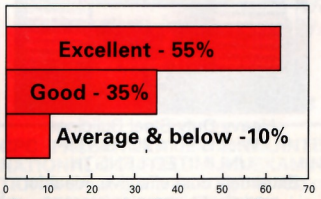

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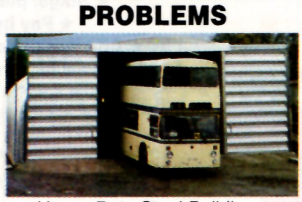

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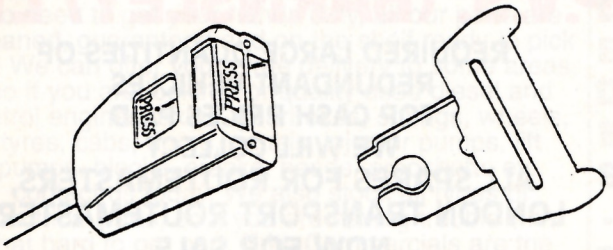

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STEP 3 Complete The Details And Return

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4 x 1	

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COMPANY			
CONTACT			
ADDRESS			
POSTCODE			
TEL		FAX	

PAYMENT DETAILS	
Card No.	
Total Cost	
Exp.	
Issue No.	
No. Weeks	

Deadline: Tuesday morning 10.30am, except Coachmart 12.00noon

DEADLINE FOR THIS SECTION IS 5.00pm MONDAY

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We stock a large range of high quality Mercedes-Benz used van, truck and bus parts to suit 207D, 307D, 208D, 308D, 408D, 410D, 507D, 508D, 608D, 709D, 711D, 808, 814D, 1114, 1117, 1314, 1317 plus many more models in stock. No need to get your hands dirty, all our parts are cleaned, guaranteed and on the shelf ready to pick up. We can offer you a free delivery to some areas, so if you are looking for quality used diesel and petrol engines, axles, gearboxes, springs, wheels, tyres, cabs, doors, panels, injector pumps, lift pumps, blocks, cranks, heads, propshafts etc. contact us today. We also stock all types of electrical parts, so if you are having trouble with that hard to get part, Erith Commercials are the people to see.

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Atlantean AN68 engines, **£550,** tested

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Appointments & Tenders
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FAX YOUR COPY OVER NOW ON 01733 467154

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Due to expansion and planned relocation to new purpose-built offices in Stafford, Leons Coaches require a

Traffic Co-ordinator

to work alongside the Traffic Manager in our very busy transport office.

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He or she will be self-motivated but be able to work effectively as part of a team.
Applicants should hold a current PCV driving licence and preferably be a CPC holder.
Salary will be offered according to age and experience.
All applications in writing, enclosing full CV and current salary details to:
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73188/VEH

North East Bus Limited

DEPOT ENGINEER

Stockton-on-Tees

North East Bus Ltd operates over 400 buses throughout North Yorkshire, County Durham and Teesside and is a subsidiary of the Arriva Passenger Services Group (formerly Cowies).

A vacancy has arisen in the Teesside operating area for a Depot Engineer based at our depot in Stockton-on-Tees. Following depot restructuring, Stockton depot will operate a fleet of 78 vehicles and will boast one of the most up-to-date engineering facilities within the group.

This challenging position will suit a highly motivated and experienced engineer with proven man-management and administrative skills. Attention to detail and the ability to provide a high quality engineering service whilst retaining control of all associated costs are pre-requisite for this key role.

In return for the above, the company offers a competitive salary and benefits associated with such a position.

Applications, together with a full CV, should be sent to:

Jeff Counsell
Engineering Director
North East Bus Ltd
United House, Morton Road
Darlington DL1 4PT

73172/APP

Closing date for applications Thursday, 5th February, 1998.

DEADLINE FOR THIS SECTION IS 5.00pm MONDAY

Appointments & Tenders

Tel: 01733 467147 Fax: 01733 467154

Make your expertise pay

Central London

£23,317 - £33,010

The annual fares revenue on London Transport Buses currently stands at some £448 million. However, losses due to fare evasion account for around £22 million. By minimising this loss, effective revenue protection techniques have an important part to play in underpinning the future success of the Capital's bus network, and we are now looking to appoint two professionals capable of making critical contributions to join our team in this key area.

Revenue Protection Manager - Operations

In this challenging role, you will ensure Revenue Protection Officials efficiently undertake their duties of ticket checking, on-bus discreet observations and related security and survey work. This will involve the management of staff selection, training, development, deployment and monitoring to guarantee optimum performance levels. Liaising with bus route operators, you will also review procedures and practices whilst actively seeking new areas of commercially viable work.

As well as a strong knowledge of fares and ticketing arrangements, you should possess a proven understanding of bus operations in London and the associated legislation. However, excellent communication, staff leadership and performance management skills will be equally important, supported by the motivation and resilience to achieve results in testing circumstances. The ability to contribute towards the division's long-term strategy is an additional requirement. **Ref: CDV579/E.**

Revenue Protection Manager - Investigations

Here, your brief will focus on planning and managing the delivery of an effective processing, investigation and prosecution service regarding irregular travel, vandalism and personal security problems on London's bus network. In managing the bus penalty fares process, you will also take responsibility for the operation of appeals procedures and recovery of unpaid money. The implementation of new ticketing systems will additionally involve you in the development of new procedures for the investigation of fraudulent travel and analysis of available data.

To qualify, you must be able to demonstrate a good knowledge of the English legal system in relation to fraudulent travel, assaults against the person and other offences committed on public transport. This expertise should be accompanied by first-class communication and teamworking skills, high levels of tact and diplomacy, a strategic approach and a flair for analysis. **Ref: CDV580/E.**

Both positions carry an attractive salary and benefits package.

To apply, please write to Jan Whitehead, Central Human Resources, London Transport, 55 Broadway, London SW1H 0BD, quoting the appropriate reference number.

Closing date for applications 30th January 1998

Working towards equality

London Transport Buses

74144/APP

DEADLINE FOR THIS SECTION IS 5.00pm MONDAY

PUBLIC TRANSPORT OFFICERS
Y257 Service Promotion, Y253 Network Management

IPSWICH

Up to £16,815 pro rata

Post Y257: Temporary for 2 years, 18.5 hours per week.

Following promotion, we need a capable, well motivated person to work in a team promoting and publicising Suffolk's public transport network. You should be able to demonstrate an understanding of the operation of public transport services and the means of promoting them. Computer and customer care skills would be an advantage.

Interview date: 17 February, 1998.

Post Y253: 37 hours per week

A capable, well motivated person is required to join a team managing Suffolk's public transport network.

You should be able to demonstrate an understanding of financial systems, of the management and operation of public transport services and experience in the use of computer software applications such as LOTUS 123. Customer care skills would be an advantage.

Interview date: 12 February, 1998.

For an application pack for either of the above please contact Kay Vincent, Environment & Transport Department, St. Edmund House, Ipswich, IP4 1LZ, (01473) 583316, (answerphone outside office hours) quoting relevant post number.

Closing date for both posts: 5 Februrary 1998.

Suffolk County Council
Environment & Transport
working towards equality of opportunity

73081/APP

Eminox is a leading European manufacturer of purpose-designed stainless steel exhaust systems for the truck, bus and diesel equipment market. A highly innovative Company, we have developed a successful range of diesel exhaust pollution control products in collaboration with Johnson Matthey. We are committed to remain in the forefront of diesel exhaust technology.

Sales Manager - Bus & Coach Market

We require an experienced sales professional to further enhance our position in the UK Bus & Coach market. Your main role will be to consolidate existing business and develop new opportunities.

Reporting to the UK Business Development Manager, you will have a proven track record of achievement in the bus and coach industry ideally in the exhaust, exhaust after-treatment or associated components market. This is a national role with responsibility for all levels of the industry. You must be a team player, but have the self motivation to work alone; possess an in-depth knowledge and understanding of the market place and be able to set and achieve new goals.

For this challenging position reporting into our head office and factory in Gainsborough we are offering an attractive salary and benefits package and an opportunity for career and personal development. Please telephone 01427 610344 (24 hrs) quoting ref ERSMB07 to register your request for an information pack.

Eminox Ltd
North Warren Road
Gainsborough
Lincolnshire
DN21 2TU

Eminox

73074/APP

Sales Executive

Wealdstone Engineering is one of the largest European engine remanufacturers and supplies quality remanufactured engines and transmissions to OE manufacturers and the Bus and Coach Industry

We are looking to recruit a Sales Executive:

- to market and sell to Bus & Coach companies
- to market and sell to other large fleet operators
- to plan the development of the product range
- to manage sales accounts

To succeed, you must be a confident highly self-motivated sales person, with a professional presentation and excellent negotiating and interpersonal skills.

You should have good experience of the Bus sector and sound engineering powertrain knowledge. Knowledge of other automotive and engineering markets would be useful.

We offer an excellent package with a generous salary and bonus, company car, 23 days holiday, contributory pension.

The job will be field based. Wealdstone Engineering is located in Rushden, Northamptonshire.
For an application form, telephone 01933 316622

Wealdstone

73307/APP

Epsom Coaches
Service Manager

Due to the relocation of the present manager, a rare opportunity has arisen for a suitably qualified engineer to head up our Service Department.

Responsible for a modern fleet of 66 buses and coaches, together with support vehicles the successful applicant will be a qualified engineer with a PSV background, able to demonstrate good organisational skill, people management and a hands on approach.

If you feel you can maintain our high standard of engineering excellence, write enclosing current salary details and CV to:

Steve Whiteway,
Operations Director,
EPSOM COACHES
Blenheim Road, Epsom,
Surrey KT19 9AF

73086/APP

TRANSPORTATION DIVISION

ARE YOU INTERESTED IN RUNNING BUS SERVICES IN SUFFOLK?

In accordance with section 89 of the Transport Act 1985, Suffolk County Council is undertaking its annual updating of its register of operators to whom invitations to tender for local bus (including taxi-bus) services are automatically sent. Tenders for services are let throughout the year.

If you are interested in running local services in Suffolk, and think that you are not already on the register, please write to: Public Transport Group, Environment & Transport Department, St Edmund House, County Hall, Ipswich IP4 1LZ or tel (01473) 583339.

Results of previous tenders are published as appendices to reports to the Council's Transport Committee and are available for inspection at County Council offices and libraries.

Suffolk County Council
Environment & Transport

73161/TEN

DEADLINE FOR THIS SECTION IS 5.00pm MONDAY

The Coach & Bus Guide *Week by Week*

Find it here in the Instant Phone Guide

A — A

AK CARPETS
Coach carpets and trim tel: 01254 871879

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B — B

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C — C

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C.ANTHONY WOOD & CO
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Brentford tel: 0181 568 8227

D — D

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E — E

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R — R

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S — S

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V — V

VULCAN ENG
Seats&Hand Rails Halifax
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Coach and Bus Week – Tel: 01733 467146

Have you seen the 1997 Coach & Bus Guide, the directory of the UK Dealers, Manufactures, Operators & Suppliers?

They are available for just £25

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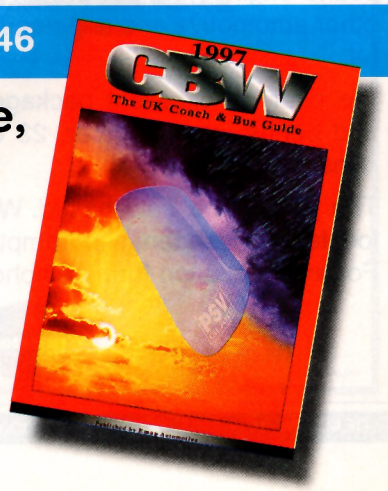


PEOPLE

Eddie King: plans

King joins Reliant

CAETANO-owned Reliant Coaches of Ibstock has a premiership manager for its 17-vehicle fleet.

Former Jeffs Coaches group operations manager Eddie King has joined the recently-acquired operator as operations manager, with plans to retrench the business without damaging a base of quality contracts.

Mr King spent almost 14 years at Jeffs, having come to passenger transport from the milk industry: "I was running the depot but when doorstep delivery started to go into decline, I got out," he told *CBW*. "I wanted to do something else before I got too old!"

Reliant has a mixture of work, including tour contracts, schools contracts and private hire: "At the moment, I'm looking at consolidating its situation but, as each day goes by and I discover more about this business, I smile a little more," he said.

During Spring, Mr King and his team will be deciding how to upgrade the fleet and introduce other layers of coach business.

"One of this business's assets is its location and the high quality of the premises," said Mr King. "It's a lovely place to work."

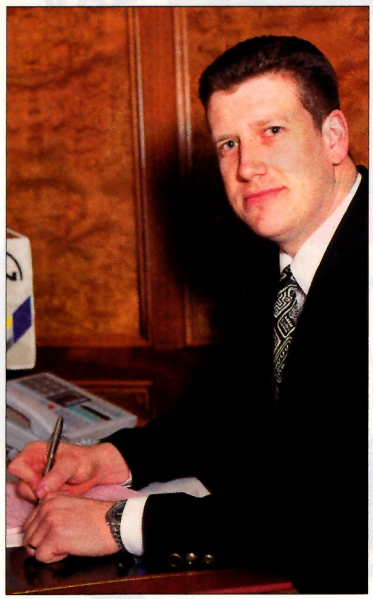
New position of Worth at MAN

ALF MOSELEY Continental has appointed Marcus Worth in the new position of after-sales manager for MAN products.

Mr Worth was trained by Moseley Group as a vehicle engineer, but has since held the post of operations manager at Altruck plc, in which he gained wide experience of customer service and after-sales support.

AMC's latest coach range, built by Noge in Spain, uses MAN's latest range of premium coach chassis, but buyers with European business can also rely on extensive overseas after-sales services, explained md of Moseley Group, Vernon Edwards.

"This position has been developed in conjunction with the MAN parent company to complement their own after-sales activity," he told *CBW*.



Worth: after-sales manager

Svensson takes over as Volvo md

VOLVO Truck and Bus UK has a new managing director - Swede Tommy Svensson, who has been with the parent company for 24 years.

Mr Svensson, 49, has taken over at Warwick, replacing Stephen Johnson, who has moved in to work for Volvo Truck Corporation as vice president of global business development and marketing.

Mr Svensson has worked as vice president sales and marketing of Volvo's Parts Corporation and was vice president of Volvo Truck's central European operations before moving to the UK.

Bus company commended for quality of its services

IPSWICH BUSES missed the mark by a fraction when trying to get a new quality standard... but was highly commended in its application for a Chartermark Award.

"We are disappointed at not having gained the full Chartermark Award, but this highly-commended certificate does recognise the achievements and progress Ipswich Buses has made in improving the quality of services," said Malcolm Robson, md.

"We will be re-submitting our company for Chartermark for 1998. From feedback we received from the judges, I understand we are the only bus company to submit its whole network of services for Chartermark Award, so we should not be too disappointed."

SUBSCRIPTIONS

CBW Coach and Bus Week
The PSV industry's news weekly

Coach and Bus Week **is the news weekly for coach and bus operators.** ***Transit*** **provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: Transit is not available on subscription without** ***Coach and Bus Week*****.**

TRANSIT

PLEASE ANSWER THE FOLLOWING QUESTIONS.
YOUR COMPANY DETAILS

1. What is your primary job title? (Tick one only)

Owner/Director	❑	01
Senior/General	❑	02
Engineering/ Service Manager.	❑	03
Driver	❑	04
Other(please specify)	❑	05

2. What is your company's main business function?

Bus Operator...	❑	01
Coach Operator..	❑	02
Coach & Bus Operator.	❑	03
Local Government..	❑	04
Travel/Tourism..	❑	04
Other (please specify)..	❑	05

.....

Name.....

Job Title.....

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1993 "K" VOLVO B10M Jonckheere Deauville 53R
1992 "K" VOLVO B10M Jonckheere Deauville 53R
1992 "J" DAF SB2305 Plaxton 3200 DH 53R
1992 "J" DAF SB2305 Van Hool Alizee DH 51R/Toilet
1992 "J" DAF SB2305 DHTD Duple 320SL 57R
1991 "H" DAF SB2305 DHTD Duple 320SL 57R

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1995 "M" DAF SB220 Ikarus Citibus 49 Str
1992 "K" DAF SB220 Ikarus Citibus 49 Str
1992 "J" DAF SB220 Ikarus Citibus 42 Coach Seats

1990 "G" DAF MB230 LT Plaxton 3500 49R/T
1990 "G" DAF SB3000 Van Hool Alizee SH 49R/Toilet
1990 "G" VOLVO B10M Plaxton 3500 51R/Toilet
1990 "G" VOLVO B10M Plaxton 3500 49R/Toilet
1990 "G" DAF SB3000 Plaxton 3500 51R/Toilet
1989 "G" BOVA Futura 51R/Toilet
1989 "G" SCANIA K113 Van Hool Alizee SH 49R/Toilet
1989 "F" DAF SB2300 DHTD Duple 320 51R/Toilet
1989 "PP" BOVA Futura 49R/Toilet
1989 "F" DAF SB2300 Van Hool Alizee DH 51R/Toilet
1989 "F" VOLVO B10M Plaxton 3500 53R
1989 "F" DAF SB3000 Van Hool Alizee 49R/Toilet
1989 "F" VOLVO B10M Van Hool Alizee H 53R
1989 "F" DAF SB3000 Plaxton 3500 51R/Toilet
1988 "F" DAF SB3000 Van Hool Alizee SH 49R/Toilet
1988 "E" VOLVO B10M Plaxton 3500 49R/Toilet
1988 "PP" LAG Panoramic 49R/Toilet
1988 "PP" BOVA Futura 49R/Toilet
1988 "PP" DAF SB3000 Van Hool Alizee DH 51R/Toilet
1987 "PP" DAF SB2300 Plaxton 3500 53R Air Conditioning
1987 "D" DAF SB2300 Van Hool Alizee "H" 49R/Toilet
1987 "D" DAF SB2300 Plaxton 3500 49R/Toilet
1987 "D" T815 Van Hool Alizee 51R/Toilet

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1996 "N" DAF SB3000WS Plaxton 350 53R
1996 "N" DAF SB3000WD Van Hool Alizee "H" 51R/Toilet
1996 "N" DAF SB3000WS Van Hool Alizee "H" 49R/Toilet/Air Conditioning
1996 "N" EOS 90 49R/Toilet/Air Conditioning
1995 "M" DAF SB3000WS Van Hool Alizee "DH" 51R/Toilet
1995 "M" EOS 90 49R/Toilet/Air Conditioning
1995 "M" DAF SB3000WS Van Hool Alizee "H" 51R/Toilet
1994 "L" EOS 90 49R/Toilet
1994 "L" DAF SB3000WS Van Hool Alizee "DH" 51R/Toilet
1994 "L" DAF SB3000WS Van Hool Alizee "H" 51R/Toilet
1994 "L" EOS 49R/Toilet/Air Conditioning
1994 "L" DAF MB230LT Van Hool Alizee "H" 51R/Toilet
1992 "J" DAF MB230LB Van Hool Alizee "H" 51R/Toilet
1992 "J" DAF SB3000 Auto Van Hool Alizee "H" 51R/Toilet
1992 "J" DAF SB3000 Van Hool Alizee "DH" 51R/Toilet
1990 "G" DAF 2300 DHTD Duple 320 57 seater
1990 "G" DAF SSB2300 DHS Van Hool Alizee DH 51R/Toilet
1989 "F" DAF SB3000 Van Hool Alizee SH 53R
1989 "F" DAF SB2300 Van Hool Alizee DH 53R
1989 "F" DAF SB2300 Van Hool Alizee SH 49R/Toilet
1989 "F" DAF MB230LT Plaxton 3500 51R/Toilet
1989 "F" DAF MB230LB Plaxton 3500 51R/Toilet
1988 "E" DAF MB230LT Plaxton 3500 53R/Toilet

UK Importer

DAFBUS

ARRIVA

Bus and Coach